The Mining Journal
AND COMMERCIAL GAZETTE.

No. 167.—Vol. VII.] LONDON: SATURDAY, NOVEMBER 3, 1838. [Price 6p.

SHARES IN VALUABLE BRITISH MINES, REVERSIONARY INTERESTS, ANNUITIES, &c.

MR. C. WARTON begs to announce, that the NEXT PERIODICAL SALE of the above description of property, will take place at the Auction Mart (opposite the Bank of England), on Thursday, the 22d of November next, at Twelve o'clock, and will include SHARES in SEVERAL FLOURISHING MINES of the first class for investment, and others which are rapidly approaching maturity and yielding at present good dividends; also several valuable Reversions to Money in the Funds, Shares in Public Companies, Railways, &c.

Particulars are preparing, and may be had, six days prior to the sale, at the Auction Mart; at the Golden Lion Hotel, Liverpool; and of Mr. C. Warton, Auctioneer and Estate Agent, 38, Threadneedle-street.

SHARES FOR SALE IN MINES PAYING TWENTY PER CENT. PER ANNUM—viz., 1-384th in Tresavean, 1-160th in Levant, 1-70th in North Roskear, 1-79th in Wheal Budnick, 1-128th in East Pool, and 1-180th in the Marazion Mines; also shares in Hallenbeagle, Wheal Providence, the Providence Mines, South Towan, United Hills, Wheal Seton, Trevaskus, Carzize, Copper Bottom, Wheal Osborne, Treleigh Consols, West Wheal Jewel, and Harmony and Montague.

Shares bought or sold in all the Cornish mines (specimens of ores seen), and mines inspected by men of well known celebrity, on application (if by letter, post-paid), to W. Trenery, jun., mine agent and sharebroker (from Redruth, Cornwall), at his offices, 50, Threadneedle-street, London.

TO BE SOLD, SHARES IN TWO MINES OF GREAT PROMISE, in the county of Cornwall.—The most satisfactory explanations given to respectable parties (as persons of respectability only would be allowed to become shareholders) of the causes which have led to this offer. Application (if by letter, post paid) to be made to Mr. Thomas Allsop, No. 230, Regent-street, and 34, Cornhill, London.

CROYDON TRUNK RAILWAY.—Parties having business in this important railway, commanding the trade of the whole country south and south-east of London, now on the eve of completion, may obtain facilities in its transaction by application to THOMAS ALLSOP, Share Broker, 34, Cornhill, who will afford every information as to its progress and prospects. Business in all the railways, most of which being now in progress, furnish data which, by judicious comparison, may serve as a guide to the purchase, sale, or exchange, thus avoiding the loss and ruin attendant upon premature investment, or the not less sacrifice attendant upon premature sale, under the influence of temporary depression.—34, Cornhill.

GREAT WORK CONSOLS TIN MINES,
In the parishes of Breage and Germoe, Cornwall.

TO BE SOLD BY AUCTION, on Tuesday, the 20th day of November next, by Three o'clock in the afternoon, at the Star Hotel, in the Borough of Helston, in ten lots TEN 119th SHARES, IN THE PRODUCTIVE TIN MINES, CALLED THE GREAT WORK CONSOLS, in the parishes of Breage and Germoe, Cornwall, situate in the same district as, and near to the very celebrated tin mine of Wheal Vor; the machinery on the mines is worth at a very moderate computation at least £10,000. There are two draught engines, each of 60-inch cylinder; a very large steam stamps, with a steam whim, and all other necessary and convenient machinery and erections.

Nearly £8000 profit was divided amongst the adventurers, between the years 1834 and 1838, but since that period no further dividends have been declared in consequence of the present adventurers having expended a very considerable sum in erections, machinery, and preparations for a more extended opening on the lodes.

The limits of the sett, granted for twenty-one years in 1825, are very extensive, not half the ground has yet been explored, and the present prospects of the mines, afford the strongest probability of realising for the future, large profits to the adventurers.

For leave to inspect the mines, application may be made to the purser, JOHN SILVESTER, Esq., Helston, or to Captain BLIGHT, at the account house on the mine, and for other particulars to

Messrs. RICHARDS and MILLETT,
Dated 30th October, 1838. Solicitors, Penzance.

SOUTH WALES.
VALUABLE IRON AND STONE COAL MINES.

TO BE LET, BY PRIVATE CONTRACT, for a Term of Years, as may be agreed on,

All those valuable MINERALS, situate and lying under certain lands called Hirwain-issa and Hirwain-uchaf, in the parish of Llanon, in the county of Carmarthen, containing by admeasurement 237 acres or thereabouts.

The Minerals consist of ELEVEN VEINS of ANTHRACITE or STONE COAL and CULM, varying from two feet to six feet in thickness, and amounting in the whole to thirty-seven feet or thereabouts.

Also, COURSES of MINE or IRONSTONE, lying over six of the veins of coal. The same veins of Coal and Ironstone have been discovered and worked under properties contignous to the above, and partly under these lands—the strata is exceedingly regular.

The Kidwelly and Pembrey Canal is just completed up to Cwmmawr Bridge, and passes through the properties, so that peculiar facilities are afforded for exportation.

The Minerals were surveyed some years ago by Roger Hopkins, Esq., Resident Director of the Victoria Iron Works, Monmouthshire, who reported favourably thereon. The rate of wages in the district is exceedingly low; labour may, therefore, be obtained very cheap The Lessee will have the option of taking Hirwainissa Farm, containing upwards of 121 acres of land, with suitable buildings thereon; and also a dwelling-house, and a smith's forge, &c. attached.

The consumption of Anthracite or Stone Coal and Culm be ng now much greater in demand than formerly, and continually increasing; and it being also recently adopted in the mak'ng of Pig-iron, for which the Iron Mine found under these properties may be used, as the Limestones are within one mile of this property, an eligible opportunity is now afforded for the investment of Capital, in the opening and working these Mines, to great advantage.

Also, TO BE LET, by PRIVATE CONTRACT, all those valuable MINERALS, situate under other Lands contiguous thereto, called LLETTYMAWR, LLECHYRODYN, and CLOSE-Y-BEDW, containing by admeasurement 153 acres, or thereabouts, having the same Veins of Coal and Ironstone as have been already mentioned. There is also a good SLATE QUARRY on Llechyrodyn, which has been opened and worked some years ago. The Llanelly (or Carmarthenshire) Railroad passes through this part of the property.

For further particulars, application may be made to Thomas Lloyd, Esq., Bronwydd, near Newcastle-Emlyn, Cardiganshire (if by letter, post paid).

GLAMORGANSHIRE.
ANTHRACITE COAL AND IRON STONE.

TO BE LET, ON LEASE, and entered upon immediately, ALL the VEINS of ANTHRACITE COAL, STONE COAL, and CULM, under those Farms, called "Ynysygeinon," "Ynysyci," "Penygraig," and "Penrhiw," situate in the parish of Rhybebill, containing upwards of

SEVEN HUNDRED ACRES.

Two veins have been opened, and worked by level. There is scarcely any Coal Pit Timber required, the roofs being excellent. There is a Railroad belonging to the property, communicating with the Swansea Canal, which is distant about four hundred yards from the Colliery, and from thence to the seaport of Swansea is ten miles.

The CELEBRATED COVIN VEIN of ANTHRACITE COAL lies under this estate, and there is an engine erected over it, and a Pit sunk 35 yards, being more than half of the calculated distance from the vein, by the late proprietor, in consequence of whose death the further prosecution of the works were suspended.

This Coal lies contiguous to, and is undoubtedly the same, as that which Mr. Crane has been using in making the CELEBRATED PATENT ANTHRACITE IRON, the quality of which is considered superior to any now made.

There are extensive Iron Works now erecting in the immediate vicinity of this Colliery, where the Coal from the same veins, under an adjoining estate, are to be applied for the making of Iron. There are also under this estate several

VEINS OF IRON ORE,

of a superior quality, which will be let with the Coal.

There is no situation in the Anthracite Coal district that offers a more eligible situation for the erection of Furnaces than this property. Any quantity of land may be had for that or any other purposes, the same being situated between the River Awe and the Swansea Canal, the water from which river may be applied to machinery for carrying on the works.

For terms and further particulars apply to Mr. Thos. Thomas, solicitor, Swansea.

LIGHTMOOR IRON WORKS, SALOP.—TO BE LET, for a term of years, VALUABLE MINES of COAL and IRONSTONE, together with the IRON WORKS as now established, at Lightmoor, in the parish of Little Dawley, in the county of Salop. The Iron Works consist of Three Smelting Furnaces, now in Blast, with suitable Casting Houses, Moulding Shops, Store Rooms, Workmen's Houses, Counting Houses, &c., &c. The Iron produced from these mines is well known in the Market, as suitable for making Castings, and also for malleable Iron.

For further particulars apply to Joseph Yate, Esq., Madely, near Shiffnall, Shropshire, who will shew the premises; or to Messrs. Twigg and Woodhouse, engineers, their offices, Quorndon, near Derby, and Ashby-de-la-Zouch, Leicestershire.

THE PATENT SAFETY FUZE, for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F. R. S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Camborne, Cornwall.

BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY.—CONTRACT FOR SEWERS, &c.—Notice is hereby given, that PLANS, Sections and Specifications of the following WORKS will be exhibited at this office, on Saturday, the 3d of November, and that the Directors will receive TENDERS for the same on or before Wednesday, the 7th November, at 2 o'clock, when the parties tendering are requested to be in attendance:—

Deepening and otherwise improving the outlet of the Kensington Sewer, and putting an inverted arch bottom in brick work to the same, a length of about 350 feet; constructing a length of about 2200 feet of first-class sewer, from the Kensington sewer, in the line of the Warwick-road to the Hammersmith-road, at the east end of Kensington-crescent, and along the Hammersmith-road into Messrs. Lee's Nursery-grounds, opposite to the west end of Kensington-crescent; and making an open cutting from thence to Clutterbuck's brickfield, near the Uxbridge-road, for the diversion of the Counter's-creek sewer, east of the line of the railway.

By order, JOHN THOMPSON, Sec.
Offices, 1, Robert-street, Adelphi, Oct. 29, 1838.

BIRMINGHAM AND GLOUCESTER RAILWAY.
FITTING AND LAYING PERMANENT WAY.

The Directors of the Birmingham and Gloucester Railway Company are ready to receive TENDERS for FITTING and LAYING the TIMBER and IRON WORK of the Permanent Way between Cheltenham and Tewkesbury. The work may now be seen in progress near Tewkesbury, on application to Mr. F. Talfourd, the Sub-Engineer, resident in that town.

Drawings and specifications for the work, with printed form of tender and conditions, will be ready for inspection on Thursday, the 25th of October, at the Office of the Resident Engineer, at Worcester, where any further information will be given. Tenders must be addressed to the Directors, at the Office, Gloucester, on or before Wednesday, the 7th of November, and no tender will be received unless in the printed form above referred to

By order,
(Signed) WILLIAM BURGESS,
Gloucester, Oct. 11. Superintendent and Secretary.

GREAT NORTH OF ENGLAND RAILWAY.—The directors of this company, in conformity with a resolution of the last Half-Yearly General Meeting of proprietors, hereby give notice that they are ready to RECEIVE TENDERS for LOANS, in sums not less than £500, to be secured by the company's bonds, for any term not exceeding five years nor less than three years. Interest to be paid half-yearly, at the rate or 5 per cent. per annum.

The tenders to be addressed to the secretary of the company, as below, from whom further information may be obtained; or from H. Pattison, Esq., the company's London agent, at his office, 13, George-street, Mansion-house, London.

By order, J. MILLER, Secretary.
Great North of England Railway Office, Darlington, October 18, 1838.

GREAT WESTERN RAILWAY.—The Proprietors of this company having resolved to take up on loan the sums authorised by the act, notice is hereby given, that the directors will receive PROPOSALS, at their undermentioned offices in London and Bristol, for the LOAN of MONEY on DEBENTURES. Interest at the rate of 5 per cent. per annum, payable half-yearly, will be allowed for a term of not less than five years. Proposals to be addressed to either of the undersigned.

CHARLES A. SAUNDERS, Princes-street, Bank, London, } Secretaries.
THOMAL OSLER, Corn-street, Bristol, }

GREAT WESTERN RALWAY TRAINS
DAILY, EXCEPTING SUNDAYS, EACH WAY:—

8 o'clock morning, (excepting on Mondays from Maidenhead, when it will leave at half-past 7.)	2 o'clock afternoon.
9 o'clock morning	4 ditto ditto.
10 ditto ditto.	5 ditto ditto.
12 ditto ditto.	6 ditto ditto
	7 ditto ditto.

All calling at Slough. The trains which do not call at West Drayton are 8 o'clock morning, 10 o'clock, and 2 o'clock down, and 2 o'clock, 4 o'clock, and 7 o'clock trains up.

There are also trains direct not calling at any station.

From Maidenhead.	From Paddington.
6 o'clock morning.	8 o'clock evening.

ON SUNDAYS:

From Maidenhead at 6 o'clock morning.	Each way (excepting one train).
8 o'clock morning.	5 o'clock evening.
½ past 8 (only from Paddington)	6 ditto ditto.
9 ditto ditto.	7 ditto ditto.

Carriages conveyed on trucks, and post horses kept both at Paddington and Maidenhead.

By order,
CHARLES A. SAUNDERS, }
Nov. 1. THOMAS OSLER, } Secretaries.

MANCHESTER AND LEEDS RAILWAY.—EXTENSION OF TIME, from November 26th to December 10th, for LETTING the following CONTRACTS.—The Directors of the Manchester and Leeds Railway Company will MEET at their offices, 9, Brown-street, in Manchester, on Monday the 10th day of December next, at one o'clock, P.M., to RECEIVE TENDERS for the undermentioned contracts:—

CHARLESTOWN CONTRACT.—To make and maintain the railway, with all the excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting the permanent way and sidings, and furnishing the necessary blocks (but exclusive of wooden sleepers, rails, chairs, and fastenings); commencing at the termination of the Mill Wood contract, about five chains to the east of the road to Castle Clough, and terminating at a point about one and a half chain east of the crossing of the Rochdale Canal, near Hebden Bridge, being a distance of about two miles and twenty-nine chains.

MYTHOLMROYD CONTRACT.—To make and maintain the railway, with all its works in like manner, from the termination of the Charlestown contract to a point about two chains to the west of the road to Wheatley Royd, being a distance of three miles and eighteen chains.

LUDDENDEN CONTRACT.—To make and maintain the railway, with all its works in like manner, from the termination of the Mytholmroyd contract to the junction with the Sowerby contract, being a distance of about one mile and sixty-three chains.

RAISTRICK CONTRACT.—To make and maintain the railway, with all its works, in manner similar to the foregoing, from the termination of the Elland contract, in Strangstrey Wood, to the junction with the Cooper Bridge contract, at Bradley Wood, being a distance of about two miles and seven chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection at the Engineer's Office, Palatine Buildings, Hunt's Bank, Manchester, on and after the 19th day of November next.—Printed forms of tender may be had after the above date, at the office, in Manchester, and no others will be attended to.—The tenders must be delivered at the Railway Office, 9, Brown-street, in Manchester, at or before ten o'clock in the forenoon, on Monday the 10th of December, under a sealed cover, addressed to the chairman, and endorsed "Tender for Works;" and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting.

The parties whose tender is accepted will be required to enter into a bond, with two sureties, for the due performance of the contracts, in a penalty of not less than 10 per cent. upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The directors will not bind themselves to accept the lowest tender. JAMES WOOD, Chairman.

Manchester and Leeds Railway Office, 9, Brown-street,
Manchester, November 1st, 1838.

LONDON ZINC WORKS AND ROLLING MILLS, Wenlock-road, City-road.—These Works being complete in every department, dealers and consumers can be immediately supplied with all customary numbers of first-quality Malleable Sheet Zinc. Any extra size or number rolled to order on giving short notice. The attention of architects and builders is invited to

MR. P. STEINKELLER'S PATENT ZINC SLATES FOR ROOFING,

particulars of which may be obtained on application to
Office, No. 11, Finsbury-circus. JOHN BALL and Co., Agents.

STANDARD of ENGLAND LIFE ASSURANCE COMPANY.
8, King William-street, City, and Regent-street, London.
CAPITAL—ONE MILLION.

DIRECTORS.
The Right Hon. The EARL OF CAVAN.

W. Cory, Esq.	Major-General Christopher Hodgson, E.I.C.	
William Davis, Esq.	J. Cuthbert Joyner, Esq.	W. J. Richardson, Esq.
Lawrence Dorgan, Esq.	Henry Lawson, Esq.	Frederick T. West, Esq.
William Gunston, Esq.	J. Barrett Lennard, Esq.	George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

Age.	Annual Premium for £, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15	0 19 4	1 3 5	1 7 11	1 13 1	1 18 10
25	1 3 6	1 8 7	1 14 5	2 1 4	2 9 7
35	1 10 4	1 17 2	2 5 6	2 15 8	3 8 4
45	2 4 6	2 14 8	3 7 4	4 3 6	5 4 3

By order of the Board of Directors,
W. WRIGHT, Secretary.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—At a Half-Yearly General Meeting of the proprietors of the Consolidated Copper Mines of Cobre Association, held at the office of the company, No. 26, Austin-friars, the 30th day of October, 1838, in conformity with the deed of settlement, for the purpose of having a report of the state of their affairs laid before them, CHARLES P. GRENFELL, Esq. (chairman), in the chair.

The advertisement calling the meeting having been read, as well as the report of the directors,

It was moved by Mr. Wigram, and seconded by Mr. Wooley, and carried unanimously;

That the report now read be received.

It was then moved by Mr. Richards, and seconded by Mr. Porter, and carried unanimously;

That a special general meeting be held on the last Tuesday in April next, to consider the propriety of altering the days of the general meetings for the future, to the last Tuesday in July, and the last Tuesday in January respectively.

It was then moved by Mr. Richards, and seconded by Mr. Druce, and carried unanimously;

That the cordial thanks of this meeting be tendered to Mr. John Hardy, jun., for his zealous, intelligent, and active exertions in the management of the affairs of the company, and his care, moral and physical, of the people entrusted to his superintendence.

It was then moved by Mr. Wigram, and seconded by Mr. Probyn, and carried unanimously;

That this meeting acknowledge with great satisfaction the zealous and active exertions of Captain Reynolds and sub-captains, and superintendents of the company's mines at Cobre.

It was then moved by Mr. Curtis, and seconded by Mr. Richards, and carried unanimously;

That the thanks of this meeting be given to the chairman and directors, for their able and zealous management of the affairs of the company.

The ballot was then proceeded with for the election of three directors, and one auditor, when Mr. Glascott, Mr. Passenger, and Mr. Probyn, were unanimously elected directors, and Mr. Walter Sharp auditor of the company.

WESTERN MINING ASSOCIATION.
For the investment of capital in the purchase of shares in approved Cornish Mines. (Proposed to be incorporated by Her Majesty's Letters Patent.)

Capital £100,000, in 20,000 shares of £5 each. Deposit £1.

Subsequent calls not to exceed £1 per share in any one year.

This association was established about two years since, by a few individuals, for the purpose of investing capital in the purchase of shares in well-selected Mines in the county of Cornwall, in order to secure average profits with little fluctuation.

Confidential information respecting the property now held by the association, also of the purchases in contemplation, the present profits, and expected dividends, may be had by applicants for shares, at the office of the secretary, Frederick Bankart, 34, Clement's-lane, Lombard-street, to whom applications for shares (postage paid) are to be addressed.

BRITANNIA LIFE ASSURANCE COMPANY,
1, PRINCES-STREET, BANK, LONDON.
CAPITAL—ONE MILLION.

DIRECTORS.

William Bardgett, Esq.	Robert Eglinton, Esq.
Samuel Bevington, Esq.	Erasmus Robert Foster, Esq.
William Fechney Black, Esq.	Alex. Robert Irvine, Esq.
John Brightman, Esq.	Peter Morrison, Esq.
George Cohen, Esq.	William Shand, jun., Esq.
Millis Coventry, Esq.	Henry Lewis Smale, Esq.
John Drewett, Esq.	Thomas Teed, Esq.

MEDICAL OFFICERS—William Stroud, M.D., and Ebenezer Smith, Esq., Surgeon.
SOLICITOR—William Bevan, Esq., Old Jewry.

ADVANTAGES OF THIS INSTITUTION:

A most economical set of tables—computed expressly for the use of this Institution, from authentic and complete data, and presenting the lowest rates of assurance that can be offered without compromising the safety of the Institution.

Increasing rates of premium on a new and remarkable plan, for securing loans or debts; a less immediate payment being required on a policy for the whole term of life than in any other office.

A Board of Directors in attendance daily at Two o'clock.
Age of the assured in every case admitted in the policy.
All claims payable within one month after proof of death.
A liberal commission allowed to solicitors and agents.
Medical attendants remunerated in all cases for their reports.

Age.	Premium per cent. per annum payable during											
	First Five years.			Second Five years.			Third Five years.			Fourth Five years.			Remainder of Life.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
20	1	1	4	1	5	10	1	10	11	1	16	9	2	3	8
30	1	6	4	1	12	2	1	19	1	2	7	4	2	17	6
40	1	16	1	2	4	4	2	14	6	3	7	3	4	3	4
50	2	16	7	3	9	4	4	5	5	5	6	3	6	13	7

Officers in the army and navy engaged in active service, or residing abroad, and persons afflicted with chronic disorders not attended with immediate danger, assured at the least possible addition to the ordinary rates, regulated in each case by the increased nature of the risk. Prospectuses, and every requisite information as to the mode of effecting assurances, may be obtained, either by letter or personal application, at the office of the company.

PETER MORRISON, Resident Director.

NORTH BRITISH INSURANCE COMPANY,
for Assurance on Lives and Survivorships, and likewise for the Purchase of Reversions and Annuities. Established in 1809. Incorporated by Royal Charter. No. 4, New Bank-buildings, Lothbury, London; and 1, Hanover-street, Edinburgh.
Capital, ONE MILLION.

PRESIDENT—His Grace the Duke of Sutherland.

LONDON BOARD.
PRESIDENT—The Earl of Camperdown.
VICE-PRESIDENT—Lord Viscount Strathallan.

HONORARY MANAGERS.

J. Evan Baillie, Esq., M.P.	Hon. Archibald Macdonald.
Lieut.-General Robert Bell.	The Rt. Hon. J. A. Stewart Mackenzie.
Vice-Admiral Sir J. P. Beresford, Bart.	James Mackillop, Esq.
The Right Hon. Henry Ellis.	W. A. Mackinnon, Esq., M.P.
	George Trail, Esq.

MANAGERS.

Sir Peter Laurie, Ald., Chairman.	Charles Hertslet, Esq.
Francis Warden, Esq., Dep.-Chairman.	John Pirie, Esq., Alderman
Robert Cockburn, Esq.	Isaac Sewell, Esq.
Archibald Cockburn, Esq.	Walter A. Urquhart, Esq.
John Connell, Esq.	George Webster, Esq.
W. Petrie Craufurd, Esq.	Benjamin Boyd, Esq. } Residents
John Irvine Glennie, Esq.	Mark Boyd, Esq. }

PHYSICIAN—John Webster, M.D., 56, Grosvenor-street.
SOLICITORS—Messrs. Parken and Webster, New Boswell-court, Lincoln's-inn.

The advantages offered to the public by this corporation are—

1. Ample security from their large capital.
2. Rates of premium nearly 5 per cent. lower than most other offices acting on the system of participation of profits.
3. Premiums may be made payable either in a single payment, or by annual, half-yearly, or quarterly payments.
4. The assured may either participate in the profits secured against all responsibility by the capital of the corporation, or may pay a less premium for securing a specific sum without periodical additions.
5. When policies effected by parties on their own lives are assigned to others for onerous causes, the holders are assured against the risk of the original assured dying by suicide or duelling.
6. Every facility given on moderate terms to persons going beyond the prescribed limits of the policy.
7. Advances made on security of policies of more than three years' standing, to the extent of their value.
8. A liberal price given for policies to parties wishing to surrender them.
9. Persons resident in the country can effect insurances by corresponding with the resident members of the board, Messrs. B. and M. Boyd.

Attendance daily at the office, 4, New Bank-Buildings, Lothbury, London, from Ten o'clock in the morning till Four in the afternoon, where tables of rates and forms of proposal may be obtained.

PREMIUMS

For the Assurance of £100 on a Single Life, either by Annual, Quarterly, or Half-yearly payments.

Age.	For One Year.	For Seven Years, at an Annual Premium of	For the whole Life, without Profits.			For the whole Life, with Profits.		
			Yearly.	Half-yearly.	Quarterly.	Yearly.	Half-yearly.	Quarterly
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
20	1 2 3	1 4 8	1 17 0	0 19 4	0 9 10	2 1 0	1 1 1	0 10 9
30	1 7 3	1 9 6	2 6 6	1 4 0	0 12 2	2 10 6	1 6 1	0 13 3
40	1 14 0	1 17 11	3 0 9	1 11 0	0 16 0	3 4 11	1 13 8	0 17 2
50	2 5 10	2 13 0	4 3 3	2 3 5	1 2 2	4 7 11	2 5 10	1 3 5
60	2 7 9	3 17 8	6 0 9	3 3 6	1 12 7	6 7 2	3 6 10	1 14 4

SIR JAMES ANDERSON'S STEAM-ENGINE.

A lecture was lately delivered by Surgeon Lover, at the Mechanics' Institute, Dublin, on the improvements which Sir J. Anderson has effected in the construction of his newly-invented boiler, for his engines for running carriages on common roads. As the subject has excited more than ordinary interest, we subjoin an abridged report of the lecture, from *Saunders's (Dublin) News Letter*. "Mr. Lover introduced the subject of his lecture by noticing the difficulty of running steam-carriages on common roads, the resistance on which was estimated as being ten times greater than that on railways. The great desideratum, then, was to overcome this difficulty—the practicability of which, the lecturer observed, was fully demonstrated by the manner in which Sir James Anderson had constructed his boiler, a model of which he exhibited. It was shown to be, externally, the figure of a house, viewing it at its gable; the sides and roof composed of plates or chambers of water, two inches thick—internally, of a succession of plates, of the same thickness, placed like partitions in a house, every second partition fitting home closely to the roof, and communicating by tubes to the steam reservoir at top; alternate partitions (or water plates) fitting closely to the floor or bottom of the boiler, and communicating by tubes to the general supply, or horizontal tube, for admission of water—thus giving free ingress for water at bottom, and free egress for steam at top; while the fire being placed in a space at one end, and the funnel at the opposite, a continuous flue was formed, ascending and descending alternately, until the heat was robbed almost to its last degree, before being permitted to escape. The construction of each plate or water-chamber was thus described:—They are composed of sheet-iron, flat vertical bars, two inches thick, being interposed between them, at three inches asunder; and at every three inches a rivet passes through the bar and sheet; thus, over the whole surface the strongest rivets hold the sheets together at each three inches, giving a strength more than sufficient to resist any possible pressure from within; and the bars placed between, making it impossible (even should all water have left the boiler, and a vacuum be thus created) that it could collapse. He was perfectly disinterested in the opinion he pronounced upon the invention, and was only aware by name that a company had been formed, called the 'Steam Carriage and Waggon Company,' the carriages of which were to be constructed in conformity with Sir James's plan. Companies of this nature, far from being hostile to railroads, would in an extraordinary manner assist them. Railroads may be considered the leading arteries, and steam carriages on common roads would be the ramifications, carrying with them the vital stream. He would now direct their attention to the boiler. From the resistance offered to carriages on common roads, the points to be attained in locomotive carriages on common roads, were, increased strength, a size not incompatible with speed, the rapid development of steam, and also economy of fuel. If the resistance on a common road be ten times greater than on a railroad, must not the strength be ten times greater? He (Mr. L.) had said that, in the first place, strength was to be acquired, and that was obtained in the boiler now under consideration, by means of flat chambers, which possessed strength, and which still fitted in a boiler of a size consistent with speed. These flat chambers are all only six feet high, six feet long, and three feet broad. In every part of the boiler there are these flat chambers. (A model of the boiler was shown, and under it were the wheels). The flat chambers are each three inches long, connected with cross-bars, and fixed with rivets at every three inches. Suppose fifteen square feet in the chambers, and at every three inches a rivet, the water circulating in the chambers at every three inches meets with powerful rivets. The chambers would each resist a pressure of 500 lbs. upon the square inch, and each separate chamber bears its own pressure. A boiler of this kind was, we understand, completed about fifteen months back, and has continued to work every day since most successfully, without producing a leak, or the slightest derangement, and this, notwithstanding the steam has frequently been raised to upwards of 500 lbs. pressure upon each square inch of surface. Now the boiler contains 360 feet of working surface, which, multiplied by 144, gives 51,800 inches, and this, multiplied by 500 lbs., gives the enormous pressure of 25,920,000 lbs. upon the whole boiler! A compact machine like this, which is capable of generating, sustaining, and applying so enormous a force, affords, we think, a pretty good test of the excellence of the workmanship, as well as of the principle of its construction. It is very satisfactory to have a boiler capable of resisting such a pressure, but one-tenth of it is fully adequate to all the requisites of actual practice. He (Mr. L.) could not but speak in admiration of this extraordinary invention, perfected after the toil of so many years. Then as to the rapid development of steam—this was made to take place from the plates being only two inches asunder—an immense quantity of steam could be produced almost instantaneously. The fire is kept up by means of a fanner. It is worked by machinery. The air-tubes are enclosed in a cylinder of water, which water instantly condenses the waste steam, and a portion of the heat is carried on by the current of air into the fire; and at the same time, by the instantaneous condensation of the steam, all noise is absolutely removed. The incrustation that has hitherto been so fatal to boilers is totally prevented in Sir James's, by the unequal heating of the water in the chambers, which causes a constant circulation of the fluid. And again, in other boilers, consisting of tubes, the joints and solder are exposed to the action of the fire. In that under consideration there is riveting without soldering, and the joints are preserved from the action of the fire by the interposition of a floor of iron. It is said that fourpence a mile would pay the expense of fuel—an expenditure trifling in the extreme. Thus far had he described the construction, strength, and capability of the invention; but there is one little point, without which, he might say, the whole were useless. Observe (added the lecturer) these perforated cones of fine wire, placed over the orifices which admit the steam into the reservoir. At first the orifices were there, but the cones not, and the consequence was, that from the fact of every chamber being filled with water to the top, and coming thus within a few inches of the reservoir, the ebullition of boiling caused a quantity of aqueous matter to be forced with the steam into the cylinders, and the engine became clogged. The difficulty was for a length of time insurmountable; but great as it was, the inventor's perseverance was greater. His work was stopped—his men discharged—and it was almost whispered in his ear, 'So far shalt thou go, but no further,' when that beautiful thought, the cones, came, while his head rested on his pillow, like a flash of light upon him. He saw that by their use he could break the bubble of steam as it rose, and thus, by filtration, free it from the water. The day had scarcely dawned, when, in lack of better, he sought and found a country tinker—for sixpence each the cones were made, and finely perforated by Sir James's own hand; an hour longer found them where you now see them represented, and from that day to the present the cones have done their work untouched or uninjured, in a boiler now working for above eighteen months, without costing one shilling for repair, or being one day idle, having had, at many times, a pressure exceeding 800 lbs. upon the inch. Surgeon Lover here proceeded to observe, that in ascending hills a great difficulty used to be sustained by locomotive engines; but Sir James Anderson had invented a plan obviating this difficulty. In consequence of having such an enormous power in the boiler as 25,920,000 lbs. pressure, the talented inventor was enabled to overcome the difficulty in the following manner:—Instead of acting directly on the axle to which the propelling wheel is attached, another axle is set in motion, on which are a large and a small toothed wheel, the same being on the working axle. When the carriage is moving on a level, the large wheel, having twenty-four teeth, acts on the smaller, having only six, consequently one revolution of the larger wheel will produce four revolutions of the propelling axle—here power is dispensed with to increase velocity; but when the engine-man approaches a hill, he can shift the steam axle, so as to bring its small toothed wheel into contact with the large toothed wheel of the propelling axle. Here the case is instantly reversed—velocity is sacrificed to acquire power; and thus Sir James Anderson has surmounted what had been previously deemed impracticable."

COMBUSTION OF SMOKE AND SAVING OF FUEL.—The invention for consuming smoke has been ordered to be applied to the Bank of England and other great establishments, including many of the great brewers. On Monday last it was seen in action at Messrs. Mayhew and White's, in Southwark, by several scientific men, who expressed an opinion that the object had been completely attained. Lord Bexley, it was mentioned, has permitted one of his tenants to put up a steam-engine in consequence of the efficacy of the various experiments made with the invention. His lordship had previously refused to allow such a nuisance as the steam-engines hitherto have constituted to be erected in the neighbourhood of his mansion.

METALLURGIC CHEMISTRY.

Mr. Moyle, of Bosvigo, lately gave a lecture at the Truro Institution on "Metallurgic Chemistry," to a crowded and respectable audience. The subject was illustrated by a number of pleasing experiments, and the lecture would have been still more pleasing if Mr. Moyle had not been disappointed in receiving a galvanic battery which he had ordered, as well as several other things that he was unable to obtain in the town.

Mr. Moyle opened his lecture by stating the pleasure and satisfaction he felt in seeing an institution like this established in Truro, and regretted that such societies had not existed in his boyhood. He then said, that surrounded as this town was with mines, productive of nearly every species of metallic ores, the subject of metallurgic chemistry was one, which, if properly attended to and cultivated, might at no distant period become of vital importance, not only to this town and neighbourhood, but to the county at large. Probably there was not to be found in the whole world such another spot as Cornwall, so rich in the variety and extent of its mineral productions, and he hoped to see the day when some more efficient means of instruction would be provided, both for the study and practical development of our hidden treasures than we at present possessed. The French and the Germans attached so much importance to the study of chemistry, that it formed an essential part of education in their public schools. Mr. Moyle than gave an explanation of the present chemical nomenclature, and also explained the nature of oxygen, hydrogen, nitrogen, chlorine, and other chemical agents. He illustrated the lightness of hydrogen by filling a small balloon, which ascended in the lecture-room, and remained a short time against the ceiling over the lecturer's head. He fully detailed the properties of hydrogen gas, and the manner in which it may be procured, one of which was by placing iron filings in a retort with some water, and pouring on them a little sulphuric acid. After describing carbonic acid gas, he said that in this county our miners knew it chiefly by the name of *foul air*, and foul enough it frequently was, for it would not support combustion, of which there were many proofs by the candle going out, and by sad experience from the number of persons who had fallen victims to its suffocating influence. It was considerably heavier than atmospheric air, and consequently existed generally at the bottom of mines, &c., and its existence might always be detected by first letting down a lighted candle, which would be extinguished if any of the gas was there. He then generated some carbonic acid gas in a capillary vessel, and showed the effect it had by inserting a lighted taper in it, which immediately went out. The presence of this gas was easily got rid of by slaked lime, which would absorb it. The lecturer then noticed atmospheric air, which he showed to be a compound, elastic, expansible, gravitating, and invisible fluid. It is a well-known fact that the weight of the air decreases as we ascend, and this was illustrated by an account of an ascent which the lecturer made to obtain the altitude of a mountain, and which, as it is interesting, we will give nearly in Mr. Moyle's own words.

In central America there is a mountain called the Volcano de Aqua, or Volcano of Water, so named in consequence of its having once thrown out so large a quantity of water as to wash away every thing that stood on the plains below for many miles in extent, and causing equal, if not greater injury than most of the eruptions of lava that had previously taken place. The altitude of this mountain, as stated by Humboldt and other writers, differed so widely, and was so often a subject of dispute, that he (Mr. M.) was induced to undertake the measurement of it in order to settle the question. Having made the necessary arrangements for the ascent, and provided himself with four different instruments, he commenced the journey in company with two ladies and two gentlemen, taking with them two servants, and sixteen Indians to carry their tents, bedding, provisions, and instruments; and after experiencing the greatest fatigue, they gained the edge of the crater a little before sun-set on the third day. After resting about ten or twelve minutes, they descended into the crater, where they spent the night. Such, however, was the thinness of the air at this elevation, that it was with the utmost difficulty that one of the gentlemen could be got to the spot, although assisted by four or five Indians. His inspirations were nearly double, and his pulse considerably accelerated, so much so, that he was incapable till the following morning of making any exertion without assistance. They all felt a little of the same effects, but the ladies, who, as is well known, when they make up their minds to encounter any difficulty, are always the most zealous and undaunted, felt the least. Mr. Moyle then explained the means he adopted in measuring the mountain, one of which was by a series of trigonometrical angles with a good theodolite, but the difficulty of distinguishing the objects below were such that he could not depend on it. Strange as it might appear, although they could not distinguish a house two miles and a half below them with a good telescope, yet they could count single trees on the top of another mountain, upwards of ninety miles distance, with the naked eye. This fact would give some idea of the thin and clear atmosphere at altitudes above the clouds.

Mr. Moyle then directed attention to water which in this county was well known to be impregnated with iron, copper, sulphur, or some other mineral substance; and was probably one of the most important agents connected with mineralogical chemistry. He then explained the manner in which chlorine was to be obtained, and its action on metals. This gas burnt all metals, and when combined with water dissolved gold and platinum. He then proceeded to give an outline of the manner in which the base, or component parts of the metal or ore was to be ascertained, showing the manner in which the various metals were precipitated, or their presence ascertained. Towards the close of the lecture Mr. Moyle showed the manner in which combustion under water was produced, by burning phosphorus with oxymuriate of potash and sulphuric acid. The first experiment showed combustion at the bottom of a tumbler of water, and the second at the top. After some other experiments, Mr. Moyle concluded by saying that the study and practice of metallurgic chemistry was of so much importance to the prosperity of the mining portion of the population of this county that he hoped some more efficient means for its study would be instituted than what we possess at present.

STEAM COMMUNICATION FROM IRELAND TO AMERICA.

The voyage from England to America by steam not having been accomplished when the commissioners were appointed, they were specially instructed to inquire into the subject of a steam communication between some Irish port and America. They have accordingly reported at considerable length on the various points connected with this question; but after the successful accomplishment of that voyage which has now taken place from England, it is needless to refer to more than one or two of the commissioners' observations. In considering the best port for steam communication with America, Tarbert, on the Shannon, is the only port which the commissioners consider likely to compete with Cork for that purpose; and as it would render necessary an extension of thirty miles of railroad (from Limerick), while it is only forty-six miles to the west of Cork, they think the latter would, upon the whole, be the most advantageous. If the proposed railway from Dublin to Cork were executed, the journey from London to Cork would be performed in twenty-nine hours (allowing twenty miles per hour for railway travelling); which, as it would save two or three days to the mails and passengers from London to America, the commissioners imagine would secure the conveyance of the London mails to be established by that route. From Glasgow and Liverpool one or two days might be saved in like manner, while the facility would be still greater, and the expense proportionally less of joining the vessels at Cork. The commissioners suppose the usual course would be, that the steam-vessels making this voyage should take in the bulk of their cargo, fuel, &c., in Great Britain, and then touch at Cork for the mails and the remainder of their passengers, fuel, and other sea stores. Bristol is the only British port which offers advantages nearly balancing those of Cork. From London to Bristol by railway, and thence by sea to Cork, would require about the same time, or a little more, than by the proposed railway to Cork, but the former route would be more subject to occasional delays from adverse wind and weather. Although, therefore, passengers and letters from London and the south and west of England might be conveyed to America nearly as quickly and conveniently from Bristol as from Cork, yet, from Liverpool and all places north of it, the journey to Cork would be as short and easy as to Bristol, while the former port is one or two days' voyage nearer to America. And even the Bristol vessels would probably find it their interest to touch at Cork for passengers from the north, and to complete their fuel and stores. If a line of packets were established for the conveyance of mails and passengers alone, in which case the shortest distance would be the great consideration, the commissioners think that Tarbert, on the Shannon, might perhaps be the most appropriate port for that purpose.—*Report of Railway Commissioners.*

ELECTRO-MAGNETIC TELEGRAPHS.

[Probably no subject will contribute more to guard railway travellers against the accidents of collision than the perfection of some rapid mode of communication from station to station, by giving timely notice of whatever may be on the road. And as it is thought that electro-galvanic telegraphs, if they can ever be perfected, bid fair to be among the most useful, we readily present our readers with the following abstracts of communications lately sent to the Académie des Sciences at Paris].

M. Steinheil has communicated to the Academy of Sciences, a notice of his telegraph, founded, he says, on the discoveries of Oersted and Faraday, and the multiplicator of Schweigger. "In a copper wire of 36,000 feet, and $\frac{1}{4}$ of a line diameter, returning on itself, M. Steinheil produces a galvanic current by the action of a rotary machine, similar to that of Clarke, but so constructed that the resistance in the generating apparatus may be very great in regard to that of the conductor, that is, the copper wire. This conductor forms, at different stations, multipliers of 400 or 600 revolutions in a very fine thread of copper, isolated about a magnetic needle placed on a vertical axis, terminated by two points.

"The deviations produced on the magnetic needle by the galvanic current, take place instantaneously, and furnish the means of obtaining the telegraphic signs. It is evident there are but two different signs produced, one by turning the machine one way, and the other by turning it the opposite. The needles, after their analogous deviations, are brought back to their primitive positions by the magnetic forces of two small magnetic regulators. At each station there is a rotary machine, which produces the deviation, and another which gives the signs in consequence of the deviations produced.

"Whenever the conductor passes there is force instantaneously, acting according to the will of him who produces it. Nothing more is wanting to communicate the ideas; it is sufficient to choose well the signs by means of which they ought to be represented."

M. Steinheil justly observes, that a telegraph which gives only visible signs cannot be perfect on account of the constant attention required. To obviate this imperfection, he places by the side of the two magnetised needles two bells, having each its peculiar sound. Each needle in its deviation strikes the corresponding bell, and produces a sound. But this is not all. M. Steinheil causes his machine to write as well as to show and tell. The deviation of the two magnetised needles cause two small pointed tubes, furnished with a particular ink, to advance, and at each stroke on the bell, one of the points advances against a thin band of paper, which moves slowly with a uniform motion, and makes a very distinct point, representing the musical note of the bell. These marks or notes left by each point, are on the same line, and of course there are two lines of notes. By combining the sounds and notes up to four, M. Steinheil has obtained an alphabet spoken, and an alphabet written, comprehending the letters necessary to write all the words in the German language, and likewise the figures.

The sounds are produced in so short a time, that four may be obtained easily per second. The greater intervals distinguish letters and words. Habit readily leads one to understand the music produced by the play of the telegraph, and to read the signs left on the strip of paper. And the memory is facilitated by a certain analogy that M. Steinheil has sought to establish between the form of the letters and the figure resulting from the reunion of the notes by the right lines.

Thus the author considers he has been the first to invent a telegraph in the true sense of the word, viz., an apparatus which speaks a language easy to be understood, and itself writes what it says.

The apparatus is simple and firm, and during a whole year it had been constructed, to 19th July last, had required no repair. It is also remarkable that, though exposed to the air for a great length, during this period the galvanisation had prevented oxidation.

The galvanic telegraph set up at Munich, sets out from M. Steinheil's observatory at Zerchenstrass. At this point the conductor is united to a plate of copper, buried (enterrée). From this point the copper wire traverses in the air above the houses, that part of the city comprised between Zerchenstrass and the buildings of the Academy of Sciences, where a second station has been established. The wire now proceeds to the Royal Observatory of Bogenhausen, the third station, after having traversed the air above the towers and elevated edifices in the rest of the city, then the Issar, the mountain called Gasting, and lastly the city of Haidhausen, which is as a suburb to Munich. The total length is about a German league and three-quarters.

At the Royal Observatory at Bogenhausen, the wire terminates, as a point of departure, in a plate of copper enfonced in the earth.

Although the earth, compared with metals, is but slenderly endowed with the conducting power, the galvanic current traverses the distance just spoken of, with a resistance as much the less as the surfaces of the buried plates augment the more. Those which are applied at the two extremities of the conductor at Zerchenstrass and Bogenhausen, have only six inches of surface (coté).

We see, then, that the same means may be applied to very considerable distances. The numerical measures of resistance for different compounds of earth, convince M. Steinheil that the application of his discovery will be limited neither by distance or the nature of the earth.

Since constructing his first galvanic telegraph, M. Steinheil has contrived new means to simplify the solution of the problem he proposed to himself. For example, he has found that the earth may serve as a moiety of the conductor—a discovery which will be of the highest importance, if, as he doubts not, his preconceptions should be realised.

M. Steinheil has announced that he has determined by observation the law according to which the galvanic forces are dispersed in traversing the earth or waters of a great extent. These labours, from which the author expects some extraordinary results, will be published immediately.

PROFESSOR MORSE'S ELECTRO-MAGNETIC TELEGRAPH.

Professor Morse, of the New York University, claims a priority in the invention of this new kind of telegraph. He produces Capt. Pell's testimony of having developed his invention in October, 1832, to him, while on board his packet boat, and he mentions a note in Thomson's "Annals of Philosophy," for February, 1816, that is, in vol. vii., p. 162, in which the idea of a magnetic telegraph is very plainly explained by Dr. Coxe, a distinguished citizen of Philadelphia.

Professor Morse's Telegraph employs] but a single circuit. "At the extremity of the circuit, where the news ought to be received is an apparatus which he calls a register. It consists in an electro-magnet (electro-aimant) of which the enveloping wire forms the prolongation of the circuit wire. The bar of this magnet is attached to the end of a small lever, which, at the opposite extremity, carries a pen; and beneath this pen is a ribbon of paper, which moves at will by the aid of a certain number of wheels. At the other extremity of the circuit, from which the news are to be sent, exists an apparatus which he calls a portrule. It consists of a battery, or generator of galvanism, at the two poles of which the circuit is finished. Not far from the battery, a portion of the circuit is broken; the two disjointed extremities are introduced into two contiguous cups of mercury.

"By aid of a forked wire, attached to the extremity of a small lever, the two cups may be connected or left isolated; so that the circuit is continued or interrupted at pleasure. The action is thus:—

"When the circuit is complete, the magnet is charged, it attracts the bar, whose motion brings the pen in contact with the paper. When the circuit is broken, the magnetism ceases, the bar returns to its original position, and the pen quits the paper. If the circuit be made and broken rapidly, the pen marks on the moving paper simple points; on the contrary, when the circuit is continued the pen leaves a line so much the longer as the time is longer; or if long broken, a proportionally unmarked space. These points, lines, and spaces, admit of a great variety of combinations; and with the aid of them, Mr. Morse has constructed an alphabet of signs and figures. The letters may be written with great rapidity by means of certain figures which the machine causes to move with accuracy, and which impress on the lever carrying the pen corresponding motions. Forty or forty-five of these characters may be traced in a minute.

"The register is under the control of the person who sends the news. In fact, since the portrule is at his command, the whole machine, and, consequently, the register is too. The presence of a person to receive the news is not absolutely necessary, though the tinkling of a bell gives notice of intending to telegraph."

Ten miles is the distance at which the American telegraph has been tried, and testimony is given by a commission of the Franklin Institute of Philadelphia and a committee named by the Congress of the United States, both of which report favourably. The committee has, indeed, proposed to devote 30,000 dollars towards a grand experiment on this mode of communication.

Professor Morse estimates the expense of his telegraph at somewhat more than 145*l.* per mile, and the machine at each place at under 65*l.* He considers the wires will last about fifty years. If this method succeeds, news may be sent from one town to another by several routes, and without any appreciable loss of time, and of course by night or day, in rain, fair, or foggy weather.—*Railway Magazine.*

THE MAILS.—We have been informed by Sir Edward Lees, that in consequence of the opening of the Preston Railway, the London mail will arrive here on and after the 9th of November at nineteen minutes past four a.m.; and that for the north will be dispatched at five a.m. In addition to this, the long-talked-of measure of a morning mail from London is now to be carried into effect, which will arrive here about seven o'clock in the evening; and the north mail, which now starts at four o'clock in the afternoon, will in futnre leave Edinburgh about eight o'clock in the evening.—*Edinburgh Courant.*

METALLIC PECTATES.

[From the "London and Edinburgh Philosophical Magazine."]

The metallic pectates analysed by M. Regnault are those of silver and lead.

PECTATE OF SILVER.—The pectate of ammonia employed in forming this salt was prepared by dissolving pectic acid, which had been precipitated from (solution by nitric instead of hydrochloric acid, in ammonia; this was done to be certain that no trace of chloride of silver might exist in the pectate.

The composition of pectate of silver is naturally variable, according to that of the pectate of ammonia which is employed in its preparation. The following were obtained :—

1st. Pectate of silver, prepared by adding a solution of nitrate of silver to a solution of pectate of ammonia, which had been boiled till it ceased to yield an ammoniacal smell. It consisted of—

Pectic acid	61·615
Oxide of silver	38·385—100·

In this compound the author is of opinion there was excess of acid, which he thinks might happen from the mode in which the pectate of ammonia was prepared.

Another pectate of silver was procured by pouring the solution of pectate of ammonia into that of nitrate of silver. This was composed of—

Pectic acid	63·05
Silver	36·95—100·

A second pectate of silver was formed by pouring a solution of nitrate of silver into one of pectate of ammonia evaporated in vacuo; this solution was neutral to test papers. It was formed of—

Pectic acid	59·612
Oxide of silver	40·388—100·

A third pectate of silver, also procured from pectate of ammonia, evaporated in vacuo, gave—

Pectic acid	58·983
Oxide of silver	41·017—100·

Lastly, nitrate of silver was added to solution of pectate of ammonia in which the alkali was in excess; as oxide of silver is soluble in ammonia, it was hoped that neutral pectate would be precipitated; but this was not the case; for the affinity of the ammonia for the oxide of silver counterbalanced that of the pectic acid.

The results of two experiments were—

Pectic acid	61·52	63·32
Oxide of silver	38·48	36·68
	100·	100·

All these analyses, the author concludes, indicate the same composition for pectic acid, but the capacity of saturation, he observes, remains undetermined.

[Taking, however, something near a mean of the results, and comparing them with those of the direct] analysis, it appears that pectic acid is composed of—

8 eq. of hydrogen	8	or	4·76
12 —— carbon	72	,,	42·85
11 —— oxygen	88	,,	52·39
Equivalent	168		100·

And supposing pectate of silver to be composed of one equivalent of acid and base, it will consist of—

1 eq. of pectic acid	168	or	59·15
1 —— oxide of silver	116	,,	40·85
Equivalent	284		100. R. P.]

PECTATE OF LEAD was prepared by adding a solution of acetate of lead to one of pectate of ammonia, which was slightly alkaline to test paper. This precipitate was composed of—

Pectic acid	51·256
Oxide of lead	48·744—100·

[This would give very nearly 168 pectic acid to 160 oxide of lead. It appears, therefore, that the excess of ammonia precipitated uncombined oxide of lead; for a neutral pectate would consist of 168 and 112 oxide; if it had consisted of equal weights of acid and base, it would have been a subsesqui-pectate; the author, nevertheless, states that this salt gives the same composition for pectic acid as the pectates of silver.—R. P.]

PECTATE OF COPPER was obtained by adding a solution of sulphate of copper to one of pectate of ammonia; the compound is a bright green jelly, which, after drying till it loses no more weight, forms a yellow mass. This salt was not of a constant composition. It was also attempted to be procured by decomposing a very ammoniacal pectate by sulphate of copper. The compound remained long dissolved; at last it formed in intense blue jelly, which could not be obtained free from ammonia, even by long washing; it was evidently a double salt.

CARBONIC ACID AS A MOVING POWER.

Among the most attractive of the scientific novelties exhibited at the late meeting of the British Association at Newcastle, was the solidification of carbonic acid gas, by means of apparatus invented by Robert Addams, Esq. As this remarkable phenomenon has met with less attention in the newspaper reports than on the spot, we have requested Mr. West, who was present, to furnish us with a short account of the experiments. The apparatus consists of a strong wrought iron vessel, in appearance like a swivel gun, two feet long, and six inches in diameter, suspended by trunnions, on an iron frame; of a vessel similar in form and size, but mounted perpendicularly on a flat stand, and of two pumps worked by powerful levers, together with the needful valves and connecting tubes. Into the generator, or suspended vessel, are put proper quantities of bicarbonate of soda and warm water; a long open tube is also inserted containing sulphuric acid; the mouth is closed with a screw valve, and the generator being rapidly whirled round on its trunnions, the sulphuric acid flows out and is mixed with the solution of bicarbonate of soda. The carbonic acid, disengaged, having no room to expand, is condensed into a liquid. So far the apparatus resembles that first employed for the same purpose by Monsieur Thellussier in Paris. But stopping short here, Thellussier could only make use of about one-third of the carbonic acid disengaged, while Mr. Addams, by pumping it into the second vessel, obtains nearly the whole. On allowing this liquid carbonic acid to escape through a box, or hollow brass cylinder, into the atmosphere, the instantaneous evaporation of one portion, causes it to absorb so much caloric as to solidify the remainder. The solid carbonic acid resembles in appearance and texture newly-fallen snow, or small hail; it evaporates rapidly, but not instantly; from the atmosphere of gas around it preventing close contact, its intense coldness is not immediately felt, but the brass box in which it is collected, or the solid acid itself when long held, blisters the skin like a hot iron. By placing a portion of the solid acid on a few pounds of mercury, moistened with ether to improve the conduction, the mercury soon becomes solid, and thus the freezing of mercury, an experiment which many chemists have never seen, is performed rapidly on a large scale, and with the greatest ease and certainty. Several curious experiments were shown by means of the frozen mercury; it was doubled up and placed in water, which instantly froze, while the mercury returned to its ordinary state of fluid. But the most remarkable occurred accidentally; on touching a mass of cold iron, the mercury fused and ran down from so good a conductor, like lead or tin in a furnace. Professor Graham did not speak too strongly when he said that such an apparatus would become as needful in the laboratary for the production of cold, as a furnace for producing heat. But the circumstance of most consequence in relation to its practical employment is, that at a temperature of 150 degrees the liquid acid exerts an expansive force of 70 atmospheres, or 1050 pounds on the square inch, and every increase of a single degree of temperature augments the pressure by upwards of an atmosphere, or 15 pounds on the inch. The iron cylinders are proved before being used, by a pressure of 150 atmospheres, and Mr. West states that remembering the enormous power obtained, and observing the perfect ease and apparent safety with which this force is managed, he, contrary to his previous views, no longer considers the use of liquid carbonic acid as a moving power to be at all chimerical. Should it be so applied with success, our present locomotives would be discarded, stoppages for water would be needless, and on long lines of railway, or for long voyages, steam would be superseded by carbonic acid.

VALUABLE DISCOVERY.—A valuable mine of fine sea-coal has been discovered at a place called Glen Crossack, in the Isle of Man, which is now being worked by the Isle of Man Company, with a prospect of a rich harvest.—*Mona's Herald.*

PROCEEDINGS OF PUBLIC COMPANIES.

TRELEIGH CONSOLIDATED MINING COMPANY.

The adjourned annual meeting of the shareholders of this company was held at the offices, Threadneedle-street, on Wednesday, the 31st ult.

CHARLES WILKINSON, Esq., in the chair.

The advertisement being read, the minutes of the last meeting were confirmed.

Auditors having been appointed at the last meeting, and having examined the accounts, in accordance with the resolutions passed thereat, the principal object of this meeting was to receive the same, as also to make an election of directors for the ensuing year.

Mr. SIMPSON, as one of the auditors, spoke at some length upon the conclusion they deduced from their labours. No written document was submitted. The matters he particularly noted were—1st. The expense the company had been subject to from the good living the miners indulged in (presuming on the liberality of the company, we suppose), the expense whereof stood the company in 70*l.* the last year. 2d. An overcharge, averaging 5*s.* per month upon the sum paid for postage, for which no letters could be produced. 3d. The discrepancy between the banker's book and the cash book, in connexion with the deficiency of 253*l.* 11*s.* 7*d.* of the ex-secretary; also the loose manner in which the cash matters appear to have been kept. Mr. S. also went into detail on several matters connected with the accounts, touching upon various items that had struck him as important, but which it was agreed should stand over till the meeting had before them a document from the auditors, entering fully into all cash matters.

Some discussion ensued on points, which terminated in the meeting requesting of the auditors to draw up a written report, to be presented at the next meeting, as it was determined that this should be further adjourned. The shareholders, however, felt desirous of putting an end to the voluptuous habits of their agents, thinking that there was not "enough work for money," and that it was altogether unnecessary that they should pay for their board as well as their labour, and resolved upon making an experiment, to ascertain if they could "find themselves" out of 14*s.* per month.

In order to ensure regularity in the keeping of the accounts, it was resolved, "That a statement of the assets and liabilities of the company, together with the balance at the banker's, be laid before the board, at their weekly meetings, and entered on the minutes."

The CHAIRMAN here laid before the meeting a circumstance that had come to the knowledge of the directors since the last meeting, viz., that the ex-secretary had abstracted from the box at the banker's 290 shares—the same having been issued and placed there by the directors for security. It was hereupon resolved, "That the numbers of the shares, upon which the last call had not been paid, be forthwith advertised in the *Mining Journal.*"

After some further discussion, the directors were requested to continue in office until that day month, to which day the meeting was adjourned, for the purpose of giving Mr. Bawden an opportunity to arrange his deficiency satisfactorily, and application for the directorship be immediately made.

Mr. JOHN TRENERY thought that the election ought to take place now, and accordingly moved an amendment to that effect, which, however, was lost, the chairman exercising the power vested in him as such, giving a casting vote against it, in addition to his own vote in common with the other proprietors.—Adjourned.

NEWCASTLE AND EDINBURGH RAILWAY.

On Thursday, the 18th ult., a meeting of gentlemen, friendly to this important line of communication, forming the last link of the great chain from London to Edinburgh, and the only one remaining to be executed, was held in the Royal Hotel, Edinburgh.

The Right Hon. the LORD PROVOST, in the chair.

The CHAIRMAN stated shortly the object of the meeting, and the great importance of the proposed undertaking, not only to the citizens of Edinburgh, but to the nation at large.

Mr. SMITH, W.S., then read to the meeting a very able report by the celebrated Mr. George Stephenson, who had been appointed by the Newcastle committee to examine into the merits of the different lines which had been proposed—namely, 1st. The line along the coast by Haddington, Dunbar, Berwick, Alnwick. and Morpeth, to the Town's Moor, Newcastle. 2d. The line over the Carter Fell, uniting with Edinburgh and Glasgow, by lines meeting at Peebles, and then by a joint line through Galashiels, Melrose, Jedburgh, and across the Carter; and, lastly, a line by Kelso and Wooler. To the first of these Mr. Stephenson gives the decided preference, as being indeed the only one at all adapted by the levels of the country for the application of locomotive engines; while the line by the Carter Fell presents enormous difficulties, and works of excavation, embankment, and tunnelling of such magnitude, that he himself, he says, can scarcely form a right conception of them; and after all, leaving such declivities in the line as far exceed any that occur between London and Newcastle, and such as the locomotive engine could with great difficulty surmount, and never in such a way as could be depended on at all seasons of the year.

Mr. CADELL moved, and Mr. MILNE (advocate) seconded the resolutions, which were passed, and a subscription set on foot for the expense of the survey, &c.

When this line is completed, which may be done in the course of four years, we shall have 402 miles of uninterrupted level railway communication between the two capitals; and if we only suppose the engines to travel at the rate of twenty-five miles an hour, the London mail, leaving London at eight in the evening, will reach Edinburgh next day at noon; and supposing it to move at thirty miles an hour, it will arrive between nine and ten in the morning.

On Wednesday, the 24th ult., a meeting was held at the Coal Trade Office, in Eldon-square, Newcastle, of gentlemen favourable to a railroad communication on the eastern coast between Newcastle and Edinburgh, as recommended in the report of Mr. George Stephenson. The meeting was very respectably attended by gentlemen belonging to Newcastle, Gateshead, Shields, Darlington, &c., and also by a deputation from Edinburgh. JOHN HODGSON HINDE, Esq., M.P., in the chair.

The CHAIRMAN made a few observations expressive of his readines to co-operate in any plan calculated to accomplish the great object they had in view, of connecting Newcastle with Edinburgh, Glasgow, and Scotland generally, by means of a railroad.

One of the deputation appointed to attend the meeting from Edinburgh then explained what had been done in that city, by which it appeared the desirableness of such an undertaking was fully appreciated, and Mr. Stephenson's plan greatly approved of by a considerable body in the metropolis of Scotland, whom they represented on this occasion, and who were ready to proceed in adopting such preliminary measures in furtherance thereof, as might be deemed necessary.

T. CARGILL, Esq., handed to the chairman several resolutions, which, with a few verbal alterations, were ultimately passed unanimously.—Previously to passing the first resolution, Mr. N. WOOD observed, that Mr. Stephenson's report related only to the facilities of the eastern coast levels, without adverting to other lines which might be supposed to be practicable.

Mr. STEPHENSON having been requested to give his opinion as to the comparative advantages and difficulties of forming a railroad between Newcastle and Edinburgh, stated that he was well acquainted with the localities between the east and west coasts; and he considered the line recommended in his report as the only practicable one—in fact, in every other direction, the expense of constructing a railway would be immense, in consequence of the mountainous parts which must be cut through, and the valleys to be filled up. He instanced one portion, where in making a railway, embankments would have to be formed, the cost of which would be 800,000*l.*

Mr. WOODS suggested that it might be expedient to defer any decision as to the matter recommended in the first resolution for a short time; his reason for requesting this was, that Mr. Blackmore had been requested by the directors of the Newcastle and Carlisle Railway to survey the district from a few miles beyond Hexham to Edinburgh; and he had received a letter from Mr. Blackmore, stating that as far as he had proceeded he had found the levels much more favourable than he had expected, and expressing strong hopes of being able to point out a practicable line; his report would be finished in a fortnight, and therefore Mr. Woods wished the proceedings mentioned in the resolution to be deferred for that time.

Mr. STEPHENSON repeated his conviction that no line could be formed at all, comparable as to its practicability and the advantages connected with it, with the eastern line.

After a few words from Mr. R. W. BRANDLING, to the effect that whatever might be the result of Mr. Blackmore's survey, the steps mentioned in the first resolution would have to be taken, and therefore he thought it was unnecessary for any delay to take place. The resolution was then passed unanimously, as were all the others; and thanks having been voted to the chairman, the meeting separated.

STAFFORDSHIRE HEMP AND FLAX COMPANY.

We observe that the directors of this national undertaking are now drawing their preliminary arrangements to a conclusion. At their recent meeting at Rugeley, they made many important resolutions for the furtherance of the general objects of the company, and came to the determination to commence operations as soon as the necessary buildings could be erected. The articles of manufacture to which they intend, in the first place, to turn their attention, are sail-cloth, canvas, ropes, and cordage, which will be free from rot, mildew, or premature decay; and of waterproof cloths of various descriptions, perfectly flexible and unaffected by the extremes of heat and cold, resisting alike the action of boiling-water and of the most intense frost. The material chiefly used in the manufacture will be the *Phormium Tenax*, or New Zealand flax, and also home and colonial hemp and flax, which, by the company's mechanical and chemical process, can be made incalculably superior to the best foreign produce, and much more efficiently available for all the purposes to which that produce has been hitherto applied, thus introducing a most important improvement in the equipment of the naval and commercial marine, and rendering this country, as far as hemp and flax are concerned, perfectly independent of Russia—results which, we presume, will be hailed as a great national blessing, and entitle the inventor to the lasting gratitude of the kingdom. To the shareholders, it is believed, the undertaking holds out the prospect of ample remuneration, inasmuch as the raw material from which the manufacture is produced, may be purchased at one-third of the price now paid for Baltic growth; and by the improved machinery one-half more of that material can be wrought up into the best cloth. So confident, indeed, is the inventor of the success of the undertaking, that he has consented to forego the greatest proportion of his remuneration till such time as the shareholders are receiving 10 per cent. upon their capital. This manufacture has now been tested in the most severe manner for five or six years, both in the royal and commercial navy, and the inventor has been furnished with the most gratifying reports on its merits, among which the following is from James Marsh, Esq., the Practical Chemist of the Royal Arsenal, at Woolwich, addressed to Sir George Sinclair, Bart., M.P., one of the trustees :—

"With respect to the waterproof cloth made by Mr. Donlan from the *Phormium Tenax*, I have submitted it to a more severe ordeal than any cloth is likely to undergo in common wear and tear, and have found that it is, in every respect, superior to any thing of this kind I ever saw. Water, either boiling-hot or ice-cold, has no action on it, nor is the composition with which it is protected at all affected by such treatment, for in one experiment a sample of the cloth was actually boiled for upwards of ten minutes, without at all affecting it. In another experiment, a portion of the waterproof cloth was exposed in an open situation on a gun, for more than two years, without any apparent deterioration of its good qualities, either as regards its flexibility or its imperviousness to moisture. Solutions of the stronger acids have little or no effect on the composition, unless kept for a long time upon it; even the alkalis do not appear to act on it with much force, unless, as I before observed, they are kept for a long time upon it. The strong acids, as the sulphuric, the muriatic, and the nitric, require upwards of twelve hours to effect any change on the surface of the preserving compound with which the cloth is protected; indeed, I know of nothing that will destroy it fairly but long-continued use. This fact is proved by the experiment before named, of its exposure to atmospheric changes for two years in my experience, and its having been for upwards of four years in constant use on board of two of the Queen's vessels. These facts alone are sufficient, in my opinion, to establish its merits in this particular. As freedom from premature decay and from mildew are desirable qualities in all waterproof cloths, together with perfect flexibility in frosty and hot weather, and as Mr. Donlan's cloth really possesses all these qualities in a high degree, I conceive that the discovery made by that gentleman is such as will, if brought into general use, confer a lasting benefit on this or any other country that may adopt it."

LIST OF NEW PATENTS FOR OCTOBER.

[By Newton and Berry, Chancery-lane, London, and Manchester].

J. White, Haddington, North Britain, ironmonger, for his invention of certain improvements in the construction of ovens and heated air-stoves.

J. Bourne, Dublin, engineer, for his invention of certain improvements in steam-engines, and in the construction of boilers, furnaces, and stoves.

J. F. Norton, Manchester, merchant, for certain improvements on stoves or furnaces, and in instruments or apparatus for making the same, being a communication from a foreigner residing abroad.

H. Dunnington, Nottingham, lace-manufacturer, for his invention of certain improvements in warp machinery, and in fabrics produced by warp machinery.

G. Haden, Trowbridge, in the county of Wilts, engineer, for his invention of improvements in the manufacture of a soap or composition applicable to the felting and other processes employed in the manufacture of woollen cloth and other purposes to which soap is usually employed.

C. Sanderson, Sheffield, steel manufacturer, for his invention of a certain improvement in the art or process of smelting iron ores.

M. Heath, Esq., Furnival's inn, London, for improvements in clarifying and filtering water, beer, wine, and other liquids, being a communication from a foreigner residing abroad.

J. Fowler, Birmingham, gentleman, for his invention of certain improvements in preparing or manufacturing sulphuric acid.

W. Brockedon, Esq., Queen-square, in the county of Middlesex, for his invention of a combination of known materials, forming a substitute for corks and bungs.

H. Meyer, Piccadilly, wax-chandler and oil-merchant, for improvements in the manufacture of lamps, being a communication from a foreigner residing abroad.

G. Harrison, Carlton House-terrace, surveyor, for his invention of improvements for supplying air for promoting and supporting the combustion of fire in close stoves and furnaces, and for economising fuel therein.

E. R. Handcock, Dublin, for his invention of improvements in castors for furniture and other purposes.

W. E. Newton, of the Office for Patents, Chancery-lane, in the county of Middlesex, patent-agent, for improvements in the construction of bridges, viaducts, piers, roofs, truss-girders, and stays for architectural purposes, being a communication from a foreigner residing abroad.

J. G. Bodmer, Manchester, engineer, for his invention of certain improvements in the machinery or apparatus for carding, drawing, roving, and spinning cotton, flax, wool, silk, and other fibrous substances.

W. Jeakes, Great Russell-street, Bloomsbury, in the county of Middlesex, ironmonger, for his invention of a mode of applying ventilating apparatus to stoves, constructed on Dr. Arnott's principle.

W. E. Newton, of the Office for Patents, Chancery-lane, in the county of Middlesex, mechanical draftsman, for an improved method or methods of preparing certain substances for the preservation of wood and other materials used in the construction and fitting-up of houses, ships, and other works, which improvements are also applicable to other useful purposes, being a communication from a foreigner residing abroad.

J. Heafrey, Weymouth-terrace, Shoreditch, in the county of Middlesex, engineer and machinist, for his invention of certain improvements in the hinges or joints, and in the machinery employed therein.

BIRMINGHAM CANAL.—At a meeting of merchants, manufacturers, and other inhabitants of Walsall, held on Tuesday, it was resolved that a company should be formed for the purpose of effecting a junction of the Birmingham Canal, near Park-street, in that town, with the Wyrley and Essington Canal, at the Birch-hills. The Mayor, J. Cowley, Esq., presided. The proposed capital is to be 20,000*l.*

FORTUNATE PRESERVATION.—On Monday last an event took place at Sirhowy which has plunged three families in the deepest distress, and produced a sensation in the adjoining districts of which we recollect few examples. On that day four men, named James and Thomas Griffiths (brothers), Thomas Lewis, and Isaac Thomas, went into a coal-pit at the above works, the air in which was in a foul state, and having incautiously ventured too far they were incapable of returning. The fears of those on the surface being excited by their long absence, efforts were made to extricate them; but after much labour on the part of those who undertook the work, they were at length reached, when unhappily the three first were found dead, and the fourth in a state of insensibility. The deceased have all left widows and families.—*Monmouth Merlin.*

PUBLIC COMPANIES.

MEETINGS.

TRELEIGH CONSOLIDATED MINING COMPANY.—Notice is hereby given, that the Annual General Meeting is further ADJOURNED to Wednesday, the 28th inst., on which day it will be held at the office of the company, at One o'clock precisely. The Election of Directors is also POSTPONED to that day, and applications of Candidates for the office will be received till within fourteen days of the Meeting. ROWLAND NICHOLSON, Sec.
23, Threadneedle-street, Nov. 1, 1838.

CALLS.

GREAT NORTH OF ENGLAND RAILWAY.—EIGHTH CALL OF SEVEN POUNDS per Share, making the total amount called for £30 per Share.—The Directors of the Great North of England Railway Company hereby give notice that a CALL OF SEVEN POUNDS per SHARE on each of the Shares in the said Company has been made this day, which is to be paid on or before Saturday, the 1st day of December, now next ensuing, to the credit of Joseph Pease, jun., Esq., M.P., the company's treasurer, at any of the following bankers, viz.:—

London—Messrs. Drewett and Fowler.
Liverpool—The Commercial Bank of Liverpool.
York—The York City and County Banking Company.
Newcastle, Shields, and Sunderland—The Northumberland and Durham District Banking Company.
Durham, Darlington, Stockton, Thirsk, Northallerton, Bishop Auckland, and Barnard Castle—Messrs. Backhouse and Co., or their agents; or the amount may be remitted through any country banker to Messrs. Drewett and Fowler, as above.

Interest at 5 per cent. will be charged on all instalments not paid at the time appointed. By order,
FRANCIS MEWBURN, Clerk to the Company.
Great North of England Railway Office, Darlington, Oct. 30.

HOLMBUSH MINING COMPANY.—The Directors hereby give notice, that those shares on which the Call of One Pound per share, due on the 6th of October, shall remain unpaid on Tuesday, the 6th of November, will be subject to FORFEITURE, in accordance with the conditions endorsed on the scrip certificates.
London, October 24.

TREWOLVAS MINING COMPANY.—Notice is hereby given, that the directors have made a further CALL of ONE POUND per share of the capital stock of this company, which is required to be paid on or before the 20th day of November next, to Messrs. Williams, Deacon, and Co., Birchin-lane, Cornhill, or at the office of the company.
By order of the directors,
12, Pancras-lane, 27th October. C. F. KIRKMAN, Secre'ary.

TREVORGUS MINING COMPANY.—The Directors will receive applications for the unappropriated NEW SCRIP in this undertaking, by letter, post paid, on or before the 17th November—an allotment will take place on the 20th. The New Scrip are subject to a deposit of Ten Shillings per share on allotment; Ten Shillings on the 16th of January; and Ten Shillings on the 16th of April, 1839—to be hereafter exchanged for certificates of proprietorship of Five Pounds each, fully paid up. C. F. KIRKMAN, Sec.
12, Pancras-lane, Cheapside, October 29.

TO CAPITALISTS, SPECULATORS, AND EMINENT STOCK JOBBERS.—Any Gentleman having two hours a day to spare may hear of a SPECULATION where a large fortune can be made by a small outlay, where no risk of partnership exists, nor need a stranger be trusted with any part of the capital employed. Letters, with real name and address (post paid) to "A. B.," No. 53, Salisbury-place, New-road, will be duly answered.

PUBLIC COMPANIES.

MEETINGS.

Australian Agricultural Company	12, King's Arms-yard	Nov. 6	1.
West Middlesex Water-works	New-road, Marylebone	6	11.
Highgate Archway	Auction Mart	6	1.
Imperial Brazilian Mining Association	London Tavern	8	2.
Northern and Eastern Railway	City of London Tavern	13	1.
British Silver Lead & Copper Company	Clarendon Rooms, Liverpool	14	12.
Imperial Continental Gas Association	69, Lombard-street	14	2.
British American Land Company	London Tavern	15	1.
Reversionary Interest Society	17, King's Arms-yard	27	12.
Treleigh Consols Mining Company	Office of the Company	28	—.

CALLS.

Birmingham and Derby Railway	10*l*.	Nov. 8	Glyn, Halifax, and Co.
Cheltenham and Great Western	7½*l*.	10	Cripps and Co.
Combmartin & North Devon Mines	1*l*.	15	W. of Engl. & S. Wales Bank.
Manchester and Leeds Railway	10*l*.	16	Cunliffe, Brooks, and Co.
London Parcels Delivery Company	5*l*.	18	Spooner, Attwood, and Co.
Trewolvas Mining Company	1*l*.	20	Williams, Deacon, and Co.
Gen. Reversionary & Investment	10*l*.	28	Drummonds, and Hankeys.
Cambrian Iron and Spelter Co.	2½*l*.	Dec. 1	London Joint-Stock Bank.
Great North of England	7*l*.	1	As former calls.
Treburget Mining Company	2s. 6d.	Jan. 16	6, Austin-friars.

DIVIDENDS.

Commercial Bank of New Orleans	4 per cent.	16, Tokenho.-yd.	Nov. 1.
South Towan, &c. Mines	5*s*.		Nov. 15.
National Cognac Brandy Distillery	5*l*. per cent.	King-st., Snow-hill	—.
Argus Life Assurance		39, Throgmorton-st.	—.
Marine Insurance	5 per cent.	27, Cornhill	—.
Llanelly Railway and Dock Company	4 per cent.		
Standard of England Assurance	5 per cent.		Half-yearly.
City of Dublin Steam	3 per cent.	15, Eden-quay	—.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
Scientific Society	Charlotte-st., Bloomsbury	Thursday	8 P.M.

SCIENTIFIC SOCIETY—MEETINGS OF COMMITTEES.

Nov. 8—On Civil Engineering in the United States [communication]—C. Moxon.
Nov. 15—Anniversary.
Nov. 22—On the South Wales Coal District, with specimens [communication]—H. Murlow.
Nov. 29—On the Mining District of St. Austell, with specimens [communication]—. Mitchell,
C. MOXON, Secretary.

NOTICES TO CORRESPONDENTS.

"T. W. W."—The communication is received, and shall have attention.
SCIENTIFIC SOCIETY OF LONDON.—In reply to R. R., the society is young but promises well.
"L. P."—The week after next.
We thank T. M., E. P. W., and J. W., for their offers of specimens, which we shall be glad to receive.
"N. K."—We do not understand our correspondent who signs "Brig. Gen."—will he call on us when in town.

ASSAY OFFICE, 12, GOUGH-SQUARE.—The Proprietor of the MINING JOURNAL begs to acquaint those friends to whom he is indebted for favours conferred in the department connected with the Assay or Analysis of Minerals and Mineral products, that Mr. LOCKINGTON BUNN is no longer in his SERVICE, and that he has NO FURTHER CONNECTION with that gentleman.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, NOVEMBER 3, 1838.

The mineral riches possessed by the British islands are no less distinguished by their abundance than their variety, and are scarcely more applicable to mere purposes of utility than to those of ornament and taste. The iron which is cast into forms the most ponderous and massive, can also be run into the most delicate and ornamental shapes, and the great improvement which has been made within the last few years in the application of taste and design to articles of cast iron, can scarcely have escaped the notice of the most inattentive observer of the arts. Even the granite, coarse as its texture appears, and durable as it is known to be, which forms some of our most stupendous mountain masses, may, by patient labour, be made to receive a fine polish, and to become one of the most beautiful of all ornamental stones, scarcely indeed to be recognised by the casual observer, as the material in common use for paving and building.

The precious metals we do not indeed possess, at least in any important quantity, and quicksilver, so scarce in almost every part of the world, is not found in this country—with these exceptions, however, there is scarcely a substance belonging to the mineral kingdom with which we have not been eminently gifted. These are facts which must be well known to all who have devoted time and attention to the mineralogy, the geology, or the mining statistics of this country; but there are many, very many, who are, we have reason to believe, almost ignorant of them. Truths like these should, however, be known to all, and in some cases they may be productive of practically useful effects, by showing the folly of seeking abroad that which may be obtained with still greater facility at home, to say nothing of the employment of British labour instead of foreign—a circumstance to which no person having a natural degree of interest in his country's welfare can be altogether indifferent.

We have been led to make these observations from the contemplated introduction of a more extended use of foreign marbles into this country—a design which we, having some knowledge of the beauty and variety of English marbles, are very much disposed to consider as a work of most mischievous supererogation. It is true that England does not afford any material which can be employed by the sculptor, for the finer works of art, and we must therefore look to Italy or elsewhere for the fine statuary marbles which are commonly used. Of ornamental marbles, those which are used in the greatest quantity for chimney-pieces and other purposes of decoration, we have an inexhaustible abundance, and a great variety, equal, or nearly so, in richness and beauty to any which can be procured from abroad. The use of this beautiful substance is unfortunately, however, very limited, nor does it seem to be by any means so well known, or so much appreciated, as it deserves to be, and hence it happens, that a branch of national industry, which ought to rise into importance and to receive liberal encouragement, is allowed to languish and even to be superseded by foreign produce.

We would certainly recommend those parties who are so anxious to introduce the more extended use of foreign marbles, at a high, and, we believe, imaginary rate of profit to themselves, to examine a little into the material produced by their own country, and to consider whether the capital proposed to be invested in the encouragement of foreign industry, may not be quite as profitably, and certainly far more beneficially, employed at home. We would also recommend the purchaser of marble to pay some little attention to the same subject, and not hastily to be led into the use of a foreign article, from the mere fancied superiority of a name.

On some early opportunity we shall probably return to the subject, and give a short description of the principal varieties of British marbles applicable to ornamental purposes.

As the fate of the *Northern Yacht* remains no longer a matter of doubt, we feel it is a duty we owe the public to revert to the subject, and to enforce, so far as we have the ability or power, the necessity of the most rigid scrutiny being observed in the investigation which must necessarily arise out of this melancholy event

It is satisfactory to find, that in the case of the *Forfarshire* steamer, Government has issued a commission to inquire into the state of the vessel antecedent to her loss. If such a course was called for in that case, how much more so is it in the present, when the unseaworthiness of the *Northern Yacht* was not only notorious in the north, but was recorded in our columns. It may be said that a notice in the MINING JOURNAL was not a sufficient warning to the owners or agents; but when we state that nearly FOUR THOUSAND copies of the "Journal" were on that occasion circulated—that numbers were transmitted to the different members of Government, and to the Steam Navigation Companies—and that the Press in the North, we believe with hardly an exception, noticed the remarks we made and commented thereon, it will, we think, be admitted, that the proprietors have, for the sake of lucre, not only sacrificed the lives of those in their employ, but those who entrusted themselves to their care.

We confess it does appear strange to us, that the Mayor of Newcastle, who presided at a public meeting to consider on the propriety (in the case of the loss of the *Forfarshire* steamer), of an application to Government for the appointment of inspectors should, after the remarks made in our Journal of the 1st of September, have permitted the *Northern Yacht* to have left that port. We know not whether the Corporation of Newcastle possess the power, as Conservators of the Tyne, as the Lord Mayor of the City of London does that of the Thames, but, as a public officer, we consider that it at least behoves the Mayor *now* to convene a meeting, for the purpose of instituting an inquiry with reference to the *Northern Yacht*—the result of which we can readily conjecture.

Without any intention of prejudging the question, as such must necessarily form a subject of *judicial* inquiry, a few remarks upon our own case may not be considered otherwise than pertinent on the present occasion, while they may tend to show the necessity which exists of an investigation into the state of the vessel previous to, and at the time of the fatal occurrence. A short narrative will suffice—

Left Newcastle, on board the *Northern Yacht*, on Thursday, the 23d of August, at six o'clock in the morning. At eleven, one of the crew employed at the pump. At four p.m. the steward stated that the vessel might not be expected to make her passage until some hours after the usual time of arrival. At nine some excitement prevailed, and inquiries made, when it was found the water was rapidly gaining on us. Between ten and eleven the water had so far risen as to have washed the coal into parts of the engine, and thus rendered it incapable of being worked—the fore-cabin passengers had previously been compelled to leave their berths and take to the deck, the floors were torn up—and at eleven the captain resolved (there being a strong head wind at the time) to endeavour, by retracing our steps, to make Berwick-on-Tweed, although the vessel was then upwards of twenty miles beyond that port. Accordingly, setting all sail, trusting to the wind, and keeping close in shore with the view of running her in, should the water make further inroads, the vessel was buffeted about until near four the next morning, when we were happily espied by a pilot-boat, and were relieved, after twenty-two hours, by being towed in by a steamer to Berwick.

Thus, it will be observed, that instead of making the passage in ten or twelve hours to Leith, double the time was occupied in reaching Berwick alone; and the position in which we were placed may be judged by the fact, that the crew absolutely refused longer to *bale the water* (only *one* pump being available), from the apprehension that there was no chance of reaching port, their alternative being to run the boat ashore. The resolve of the captain to protect his employers' property, alone induced him (as he confessed) to incur the risk he did; which, however, we are happy to say, on *that* occasion, secured the safety of the lives of all on board.

Any further remarks on the present occasion may be considered unnecessary, after quoting an extract from the MINING JOURNAL of the 1st of September, to which we have already referred:—

"Between Newcastle and Leith are steam-boats, which ply twice in the week, making the average passage in from ten to twelve hours; it was our lot to be on board the *Northern Yacht*, which proved to be so *unseaworthy*, that, after having been out seventeen hours, the water rose so rapidly as to preclude the working of the engine. One pump alone was in order, and that imperfectly. No powder could be obtained whereby a signal might be made, nor was there a bell or any other means of communication. In this state, trusting alone to the wind, and keeping close in land, with a view to the last resource of running the boat ashore; after a further six hours of anxious doubt, we were fortunate enough to be espied by a pilot-boat, and were subsequently towed by a steamer into Berwick-upon-Tweed the next morning at five o'clock."

We shall again advert to the subject, and in the interim we trust that one of the magistracy of London (Mr. Alderman WHITE), who was a passenger on board, will not allow (in his official character, as connected with the City of London) a subject so momentous as that on which we have had occasion to treat, to be passed by unnoticed, although the accident occurred to a vessel in the North. We are induced to expect this, when we consider the number of steam-boats now plying on the Thames, and more particularly as the case is not a singular one, but equally applies to the "General Steam Navigation Company," by whose vessel, the *Ramona*, to Rotterdam, we once experienced a near approach at least to fatal accident. We feel assured it is only necessary to draw attention to the subject.

The meeting of the subscribers to the De Dunstanville Fund last week, in Truro, of which we have not space to give either a report or to remark upon, elicited from Sir CHARLES LEMON the highly honourable and liberal sentiments of which England might boast, while the "County," as supported by its mines, must ever be ashamed, that, from his private purse, he would for two years support a "School of Mines" in Cornwall. It is gratifying to us to find our views and wishes carried out even partially, and while we respectfully suggest to the other Members for the County, and to the Lords and Adventurers in Mines to aid the worthy member in the projected measure, we readily subscribe our *ten guineas per annum* to the support of the establishment,—which will ever have our best wishes of success and support.

We trust that all interested in mines, whether lords—adventurers—agents—or the working miner—will express their opinion of the liberality of Sir CHARLES LEMON, by readily supporting him in this praiseworthy scheme, and that they will advance its prosperity, not only by pecuniary means, but by their practical aid.

It has never fallen to our lot, since the first establishment of the MINING JOURNAL, to record a more destructive and calamitous accident connected with mining than that which appears in our columns of to-day—the late dreadful colliery explosion near Whitehaven. By this fatal accident (the second which has occurred upon the same property in little more than a twelvemonth), no less than *forty* human beings were instantaneously consigned to a horrible and untimely death, nor can the details be perused without the strongest feelings of emotion and of sympathy for that employment which is continually exposed to such awful casualties.

The inquests on the bodies of the sufferers will doubtless throw much light on the immediate cause of the catastrophe, and we shall therefore not enter at any length upon the subject till this evidence is before us. We must, however, remark that, judging from the account of the accident furnished by the *Whitehaven Herald*, which appears to have been ably and circumstantially drawn up, there are points which require a rigid examination, and which tend to implicate the management of the mine. The overman, Harrison Kay (one of the sufferers), was, it appears, "in the habit of taking a lighted candle along the drift, or main passage, and used his Davy lamp only in examining the workings." Want of caution is well known to be one of the characteristics of the working miner, and the imprudence alluded to on the part of the overman, charged as he was with the safety of all the inmates of a fiery mine, ought at once to have been checked—or, if persevered in, to have disqualified him for his situation. It appears probable, also, that the ventilation of the pit had been impeded by the falling in of the roof of a new air-course, thus causing the generation of an explosive mixture of the fire-damp and atmospheric air, which was very unlikely to take place during perfect ventilation. We would ask, Had no symptoms of weakness appeared in the roof—was any of the ground known to be soft and treacherous? and if so, Had any measures been taken to support it? These are considerations which naturally arise in our mind from the accounts we have seen of the sad accident, and we hope they will not be lost sight of in the inquests and investigations which must follow it.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols have, during the week, been somewhat depressed, leaving off, however, with a firmer appearance, although lower than our last quotations—business limited. Bank Stock has declined from 204 to 201½, which was the last price quoted. India Stock has also fallen 3 per cent.

The Foreign Market admits of no comment—the fluctuations in prices and business being insignificant.

The Share Market has not evinced any buoyancy. Railway Shares are generally flatter, and but little business doing. Indeed, the market may be considered to be in the northern districts, where more speculation and spirit of adventure exist at the present time than in London. Mining Shares generally look well; an advance has taken place in prices, and the reports are favourable. The "National Brazilian Company," who possess the "Cocaes" property, we understand, have received during the past week the best reports since 1825, when the company was established—they have raised some *ounces* of gold per diem. We are happy to say others have raised their pounds—and not a few mines in *this* country their tons of ore, as shown by the Ticketting Paper.

Consols closed at 93¾ ⅞ for money and account. Three-and-a-Half per Cent. Red. Ann. 100¼ ⅜; and the New Three-and-a-Half per Cents

101⅛ ⅜. Bank Stock 201½ 202½ money. India Stock 260 260½ money. Premium upon Exchequer Bills 66 68. India Bonds 61 63.

Spanish Bonds, with May Coupons, 17½ ⅝, and Passive 3¾. Portuguese Old Fives 75 ½; New Fives 31½ ¾; and the Three per Cent. ditto 20¾ ⅝. Brazilian Bonds 78½. Colombian 24¾ ⅞. Mexican Six per Cents. 22¾ 23. Russian Bonds 111½. Dutch Two-and-a-Half per Cents 53⅛ ⅝. Old Fives 100⅛ ¼. New Loan 98¼ ⅛

Great Western Railway Shares 13⅝ 14 pm.; Brighton 2⅛ ¼ dis; Blackwall 1⅝ dis.; Birmingham 84½ 85 pm.; and North Midland 2½ pm. United States Bank Shares 25; Australasian Bank 27 pm.; British North American Bank 1¼ pm.; and the Union Bank of Australia 4¾ pm.

LATEST INTELLIGENCE.

City, Twelve o'Clock.—Consols for Account, 93⅜ ⅞; Exchequer Bills, 66 68 premium; East India Bonds, 62 64 premium; Dutch Five per Cents., 100¼ ½; Ditto Two-and-a-Half per Cents., 53⅛ ⅜; Portuguese Five per Cents. 31½ 2; Ditto Three per Cents. 20⅛ 1.—Railways:—Brighton, 2⅛ ⅛ dis.; Great Western, 13 14 premium; London and Birmingham, 84 86 premium, New, 24½ 5½ premium; Southampton, 46 47 per share; New, 21¼ 22 prem.; York and North Midland, 1 dis. to par.

Redruth, Nov. 1.—Average standard, 111*l.* 11s. 0d.—Average produce, 7⅛.—Average price, 5*l.* 15s. 0d.—Quantity of ore, 3958.—Quantity of fine copper, 298 tons 12 cwt.—Amount of money, 22,437*l.* 1s. 0d.—Average standard of last sale, 109*l.* 9s.—Produce, 8.

Birmingham Share Market.—The following are the only quotations which it is necessary to make this week:—Birmingham Banking Company, 21*l.* 7s. 6d.; London and Birmingham Railway, 175*l.*; ditto, quarter shares, 30*l.*; Grand Junction, 201*l.*; Manchester and Birmingham, 11*l.* 15s.; Great Western, 78*l.* 10s.; Birmingham and Derby, 32*l.*; Birmingham and Gloucester, 16*l.*—*Midland Counties Herald.*

The Iron Trade.—At the meeting of the Welsh ironmasters, on Thursday, it was determined not to advance the price of iron, although the demand was very great. There appeared a general disinclination to receive foreign, or indeed further orders at present.—*North Wales Chronicle.*——The price of iron remains firm. Orders are abundant; and very few manufacturers are anxious to increase the orders on their books, at present.—*Midland Counties Herald.*

MINING CORRESPONDENCE.

ENGLISH MINES.

ST. HILARY MINING COMPANY.

Oct. 27.—In the engine-shaft, sinking under the seventy fathom level, the lode is two feet wide, producing one ton of ore per fathom. In the seventy fathom level east of engine-shaft the lode is one foot and a half wide—eight inches good ore. In the seventy fathom level west of ditto the lode is one foot wide—ore throughout. In the sixty fathom level east of ditto the lode is one and a half foot wide, with stones of ore in it. In the rise, in back of the fifty fathom level west, the lode is 8 in. wide, with ore in the east end. In the winze, in the bottom of the sixty fathom level west of ditto, the lode is two feet wide, orey throughout. The winze, in bottom of ditto east, is suspended, in consequence of too much water. The appearances of the ground in the seventy fathom levels are certainly favourable; and the lode in the engine-shaft is of a good size, and very kindly to produce ore.

C. H. Richards.

GWINEAR MINING COMPANY.

Oct. 27.—In the thirty fathom level east, on tin lode, the lode is at present poor, but coming under tin ground. In the stopes, in the bottom of the ten fathom level, the lode is ten inches wide—four inches good for tin. The winze sinking east of Williams' shaft is now holed to the twenty fathom level. In the stopes, in bottom of the twenty fathom level west of sump-cross-cut, the lode is two feet wide, with good branches of tin. In the twenty fathom level east of shaft, on the copper lode, the lode is eighteen inches wide, but no mineral in it. The twenty fathom level east of engine-shaft is suspended, waiting the result of the stopes in the bottom of the ten fathom level.

C. H. Richards.

BRITISH TIN MINING COMPANY.

Oct. 29.—In Trelaver adit level, the ground in this end, we hope, is improving: the lode is small; let one fathom at 6*l.* The tributers continue to work, with a prospect of getting wages. Let another pitch to-day at 13s. 4d. Smiths' work not let to-day.

J. Bray.

TAMAR SILVER LEAD MINING COMPANY.

Oct. 27.—It is with much pleasure I again hand you a report of this mine. This day being our monthly setting, we thought it advisable to set the engine-shaft to sink under the 135 fathom level, finding that level going south, to have much improved, the lode being from two to three feet wide, producing some good saving work, and is of that encouraging nature as to induce us to sink the sump ten fathoms deeper. It is gratifying further to state, that in extending our several levels we are passing through ground which will be taken away at very moderate tributes; one in particular, in the eighty-five fathom level, the prospects are unusually good; nearly the whole width of the end is yielding good work. The various pitches and bargains re-let to-day are, I consider, taken at very satisfactory prices for both the adventurers and labourers. Our sampling of fifty-six tons, on the 22d inst., with every prospect of about the same quantity for the ensuing sampling, confirm my former statements that Tamar is a profitable concern; and I beg to say, in conclusion, that I have never seen the prospects looking better than at the present time.

Richard Rowe.

Oct. 29.—We held, as usual, our monthly setting at these mines on Saturday last, and all our pitches and bargains were re-let on very satisfactory terms. From the very encouraging nature of the lode in the 135 fathom level, both north and south of the shaft, we consider it most desirable to go ten fathoms deeper, and have accordingly set the shaft at 15*l.* per fathom. The 135 fathom level going south has much improved since my last. The lode in the 105 fathom level going south continues small, but orey. Since my last report we have had a good orey lode in the ninety-five fathom level going south, but it is now disordered by a slide. In the eighty-five fathom level driving south the lode is three feet wide, and yielding good saving work; and the lode in the seventy-five fathom level going south continues very promising, and productive.

Mark James.

QUEEN'S MINING COMPANY.

Oct. 24.—In reporting to you relative to the prospects of this mine, it affords me pleasure in stating that I consider the appearances are decidedly encouraging, and hold out the greatest chance of success; as a proof of which, our returns of tin sold and raised in the last month (September) exceeded the cost, and I think there is but little doubt of our doing full as much in the present month. We have set this instant (being our regular setting and pay-day) the fourteen fathom level, to drive west on the lode, at 16s. per fathom, which lode is large and promising, but not at present rich; and in the other tutwork department we have nothing new since I last wrote. We have also set two tribute pitches, one at 7s., and the other at 13s. 4d. out of the pound.

Richard Rowe.

WEST WHEAL JEWEL MINING ASSOCIATION.

Oct 29.—Buckingham's engine-shaft is sunk perpendicularly about eight feet under the ten fathom level, and going down as fast as possible. In the thirty fathom level north, on the little cross-course, the ground continues speedy; we have put two men to drive east on a branch about four fathoms behind the end; this branch is about twelve inches wide, composed of spar, mundic, and a little black ore. We have put the men to drive the ten fathom level east, on Cornish's lode, and find it a branch of ore about four inches wide. We have also been sinking (by the same men) in the bottom of the ten fathom level, to ventilate the pitch in the back of the twenty, on Cornish's lode. At Wilkinson's engine-shaft the ground is much the same as last reported; lode about two feet wide, composed of good gossan, spar, &c., intermixed with stones of ore, of good quality, and is more favourable for ore than it has been for the last three months.

M. Williams.

UNITED HILLS MINING COMPANY.

Oct. 30.—In the end, in the twenty-five fathom level, the lode is from two to three feet wide, producing some ore of a coarse quality. In driving the end east, in the thirty-five fathom level, the lode is about two feet wide, with a branch of ore in the north end, six inches wide. In the stopes in the back of this level the lode is one foot good for ore. The lode in the adi level is three feet wide, and poor at present; the stopes continue good for ore. The lode in the eastern end of the ten fathom level is four feet wide, with ore throughout, and a very kindly appearance. In the twenty fathom level the lode is two feet wide, with stones of ore. In sinking the winze in the twenty-seven fathom level the lode is about three feet wide, with but little ore. There is no alteration in the thirty fathom level since last reported. In driving east from Turton's, at the thirty-six fathom level, the lode is three feet wide—two feet of which is very good for ore. In the western end the lode is 2ft. 6in. wide, with good stones of ore. In driving east of Williams', at the forty fathom level, the lode is three feet wide—good for ore. West of ditto the lode is four feet wide, with ore of a fair quality.

C. Penrose.

EAST WHEAL STRAWBERRY MINING COMPANY.

Oct. 29.—The new engine-shaft is sunk below the adit level thirteen fathoms, the ground continuing favourable, and we expect, in about two months, to communicate this shaft with the twenty-four fathom level, if the ground continues as it now is; which communication will render unnecessary the continuation of the western run of flat-rods, which removal will be a great relief to the engine, and also decrease the consumption of coals. Not having discovered any thing worthy of notice going north of the western end of the twenty-four fathom, we have put the men to drive, as before, on the south lode, which is large, and producing a little tin, but not rich. At the thirty-five fathom the men were occupied a portion of the week in taking up the bottom lift, which is only a seven-inch, and replacing it by a nine, consequently little has been done in opening on the lode so as reasonably to expect any material change at this level. During the past few days we have broken some good work at Boundary, at the eleven fathom level going west, but to-day its appearance is hardly so favourable. We sold a parcel of tin on Saturday for 168*l.* 13s. 7d., which has been remitted to you with particulars.

Francis Evans.

TINCROFT MINING COMPANY.

Oct. 24.—I beg to say, by way of report, that we are still raising good work for tin from the 142 east from engine-shaft, but the end at the same level west is a little failed. The 132 west is much the same as usual; the pitch in the bottom of the 132 is much improved since my last for tin. The 120 east and west are producing saving work for tin and copper, and kindly. The lode in the 100 end is still good for copper, and much the same as for some weeks' past. We have also a good lode in the winze sinking from the 100 on this end, and the stopes in the back of it. The pitches and stopes in the back of the 100 are still yielding good work for tin and copper. The eighty-one end, and the winzes sinking in the bottom of it, are looking well for copper ore. The seventy-two end, on the branch, is looking excellent for tin. Our pitches for tin and copper ore are looking well, but more especially for the former. In driving north from Palmer's shaft we have intersected a branch containing copper ore and kindly spar, which I consider a good omen of what the lode will be. On the whole our prospects are good, and I have no doubt but they will be better bye-and-by.

W. Paul.

HOLMBUSH MINING COMPANY.

Oct. 29.—The ground in the cross-cut, at the 100 fathom level, continues much as hitherto; set on Friday last, at 15*l.* per ton, which may be considered very favourable in comparison with the price given in sinking the engine-shaft. Driving west, in the eighty fathom level, the lode is eight inches big, worth about 7*l.* per fathom. The driving south, at the level east of engine-shaft, is suspended for a short time—men employed in other parts of the mine. The lode in the seventy fathom level west is not quite so good as stated in my last report. The stopes in the back of the eighty fathom level, and also the stopes in the back of the seventy, are set on tribute, as per setting list—one at 5s., and the other at 8s. in 1*l.* In driving west at the seventy fathom level, on Flap-jack, the lode is much as stated in my last. The lode in the sixty-two fathom level west is one foot wide, worth about one and a half ton per fathom. Driving west, at the fifty-two fathom level, the lode is eighteen inches wide, worth from two to three tons per fathom. The winze in the bottom of this level is suspended—men employed rising in the back of the sixty two fathom level against it, in consequence of stoping in the back of the thirty-two fathom level directly over the winze. Driving west, at the forty-eight fathom level, the lode is very much improved, worth from five to six tons per fathom—good quality ore. Our tribute pitches in general continue to look well.

F. Phillips.

REDMOOR CONSOLIDATED MINING COMPANY.

Oct. 29.—In Johnson's flat-rod engine-shaft the men have during the past week been engaged in cutting ground, fixing bearers, cistern, and altering the pit-work required for sinking the said shaft to the seventy fathom level. In driving north, at the sixty fathom level, the appearances still hold good; lode about eight inches big, rich for silver lead ores. Going south the prospects are much as hitherto. East, on Johnson's lode, at this level, the character of the lode is precisely as stated in my last, as we are at present desuing the lode. In the fifty fathom level north the lode is about six inches in width, yielding a little lead, and from present appearances we anticipate a favourable change. North, at the forty fathom level, the lode has a very promising appearance, and producing some good work for silver lead ores, but in consequence of the air being so extremely bad, we are obliged to suspend driving this end for the present, and put the men to sink a winze from the thirty fathom level, which will ventilate the extremity of the level below. In the rise the lode is about four inches big, chiefly composed of mundic and lead. In reference to the tribute department, the pitches or lode at the forty fathom level, and above, are almost taken away as far as the levels are extended; in consequence of this the ores now rising from these pitches are little, and of an inferior quality, but it is pleasing to say we are opening some good ground for tribute at our deeper levels. At the north mine the lode is from four to six inches in width, chiefly composed of mundic and jack, with spots of copper ore—ground favourable. You have by this post handed you in the setting report the account of our setting-day, number of tutwork men tributers employed, prices, &c. &c.

S. Harpur.

Oct. 29.—In the usual manner we have concluded the monthly setting in these mines, previous to which I have made a careful survey of the underground operations, and am pleased to find the whole are going on satisfactorily, and with encouraging prospects. We have sunk Johnson's engine-shaft about fifteen feet below the sixty fathom level, besides doing various other preparatory work to sinking; during the last month the ground is moderate for sinking. At the forty fathom level driving north we have a good lode, about eight inches wide, nearly solid in silver lead ores; this level has proved, for a considerable distance, very productive. We have set this instant one new pitch, in the back of said level, and such was the competition amongst the men, that a party has agreed to raise five tons of ore for nothing, and to work the remainder of the month at a farthing in the pound. The lode in the south end, at this level, is both small, and at present poor. The eastern end, on Johnson's lode (sixty), is large and wet, but producing very rich stones of tin. I have a hope, before long, this lode will become of great value. At the fifty fathom level driving north the lode is small, but has a promising appearance, and is yielding some saving work. We have also set a new pitch to-day in the back of this level, at 29s. per ton. In the forty fathom level north and south we have been obliged to suspend the driving of these levels, and put the same men to sink and raise winzes to communicate air, and to divide the ground for future tribute pitches. At the north mine, the twenty fathom level driving east, on the copper lode, is small, impregnated with copper ore, blende, &c. The ground is favourable for driving, and hope it will require but a few months to intersect the silver lead lode. We have now seventeen pitches working, varying from 29s. to 9*l.* per ton, exclusive of the new one set at the back of the sixty fathom level on the conditions before noticed. My opinion is that a calcining-house is absolutely necessary on these mines, and no doubt will prove of great advantage in clearing the foulest part of the ore from the mundic or arsenic, &c., and should be glad to receive your sanction for its erection.

R. Rowe.

CORNUBIAN MINE.

Chiverton, Oct. 30.—Our engine-shaft is down for bearers and cistern, and we shall recommence driving the forty fathom level to cut the lode at this level very shortly. Our sixteen fathom level driving towards the western shaft, is poor. The twenty-four fathom level west is still looking well, and there is a good lode in the twenty-four fathom level east, on the Chiverton lode, and we have commenced sinking a winze from the sixteen fathom level for the purpose of having fresh air, and to set some pitches at this level. The same level, on the west caunter, is poor. In the thirty-two fathom level west the lode is improving; we have had good stones of lead from this level since I wrote you last (still very wet). The same level east is hard and poor. We have now dressed thirteen tons of lead, undressed at surface six tons, and broken underground three tons.

J. Borlase.

ROSE DOWN MINING COMPANY.

Oct. 25.—I have this day carefully surveyed this mine, and the following I beg to hand you as a report:—Within the last four months we have driven the adit (which is about fourteen fathoms from the surface) about twenty-five fathoms south, and have just how intersected a lode, which is about one foot wide, and will produce a little tin, but not rich. We calculate to drive south twenty fathoms further before we cut the Wheal Jenkins lode, which we have found at a shallow depth (say eight fathoms), but is much higher ground, and before the present adit end. We have opened east and west on its course about fifteen fathoms, and consider the lode will average one foot wide for that length, and of very good saving work. It is the opinion of myself as well as the agents, that from the present appearances of the end going west on this lode, which is still passing into raising ground, that after extending on its course for a few months, large quantities of good tin work will be got up from the backs. The ground is decidedly a pretty killas, and adjoining the Granate Carradon-hill, a situation which most practical miners would make choice of for developing lodes, particularly where so many may be found within so short a distance, as in the present instance, say six within 100 fathoms. I feel pleasure in saying that we entertain a very favourable opinion eventually of this undertaking. I beg further to remark, that in consequence of the late rains, we are obliged to suspend the shallow workings on the course of Wheal Jenkins lode until a drain is effected, which we expect will require a month for four men to accomplish.

R. Rowe.

ENGLISH MINING COMPANY.

Great St. George, Oct. 30.—At Great St. George the sinking of the south engine-shaft has been suspended, and the men are engaged in easing and dividing the same, preparatory to the commencement of the cross-cut towards the lode at our next setting. The lode at the eighty fathom level, east of this shaft, though diminished in size, is improved in quality, and will now yield three tons of 60s. ore per fathom. Westward, at the same level, the lode is from two to three feet big, of capel and spar, mundic and ore, producing of the latter two tons per fathom. The lode in the winze sinking from the bottom of the seventy fathom level, west of Flat-rod shaft, is small, and comparatively poor, though in the back immediately above and in the level below, a very fair bunch of ore is to be seen. At the forty fathom level, west of Burton's shaft, the lode is somewhat improved; it contains a leader of spar, intermixed with mundic and ore, contiguous to a range of capel, about twenty inches wide, besprinkled with ore, some of which is saved for dressing. The thirty fathom level, in the same direction, is harder than common, and has, consequently, deteriorated in value, very little ore being now extracted from the lode. At the twenty the lode is about twelve inches wide, and contains spar, capel, and ore, the latter trifling. About one ton of ore per fathom is breaking in the lode in the winze west of Burton's shaft, at the twenty fathom level. The thirty fathom level, east of engine-shaft, on Callaway's, contains two lodes or branches of ore, underlying two feet in a fathom, and nine inches wide; the other twelve inches wide, with a declination of five or six feet in a fathom. The same level west is nine inches wide, and possesses capel, jack, and spots of ore. The winze at the twenty fathom level, on the same lode, is passing through a very unproductive stratum of ground. A very important change has taken place at the thirty, east of Campbell's shaft: at our last setting 8*l.* per fathom was given for driving this end—a day or two ago it was set at 40s. per fathom. Besides this, the quality of the lode has greatly improved, ore being now extracted to the extent of three or four tons per fathom. The twenty, east of this shaft, contains a lode twenty inches big, of capel, spar, mundic, and ore, of the latter about one ton per fathom. An improvement has lately occurred in the pitch working at the back of the thirty, east of Campbell's shaft, and looks well; tributers working briskly, and hope, therefore, to sample 500 tons on our next sale. No increase of water in Bourdillon's engine-shaft, at Wheal Prudence, and ground as usual. Driving west of this shaft, the lode contains peach, spar, mundic, and good stones of ore. East, the appearances, particularly in the lower part of the end, promising, and will produce one ton of ore per fathom. Every exertion is making to complete the winze from the fifty-two to the sixty-two fathom levels by the end of the present month: of the lode in the winze nothing new can be said. The ground in the sixty-two fathom level cross-cut is still excessively hard, while that in the shaft, rising towards Bourdillon's, is in a very fair condition. Tributers are gathering ore for our next sampling. The water at Wheal Leisure is now at the sixty-six fathom level, and all is going on well.

H. Humphries.

FOREIGN MINES.

BRAZILIAN COMPANY.

Cata Branca, August 14.—I yesterday received a letter from Mr. Herring, of Morro Velho, stating that it would be a convenience to him to forward the gold (this time) earlier than usual. He appoints it to leave on the 21st. By this arrangement we have only six weeks return to remit; and though I am not prepared to say what this present week may give, I do hope the gross remittance will not be far short of 90 lbs. As was to be expected, on continuing on the north-west stope (though it still, as compared to the general run of the lode, held good), our produce, as you will see by the last gold report, fell short: not to suffer it to fall too low, we have again returned, and are now breaking ground in the immediate neighbourhood of the Olho Ouro Fino, and which I have no doubt will, as before, prove rich. I have only to mention that all goes forward satisfactorily.

August 19.—In pursuance of the arrangement mentioned in my last, an officer of the Morro Velho establishment comes here to-morrow, and will next day proceed to Rio de Janeiro, taking charge of 84 lbs. 10 oz. 18 dwts. 15 grs. of gold,* being, with the 5 per cent. duty, the produce from the 7th July to the 17th inst. inclusive. We continue working the western ground near the Ouro Fino, and which, I am happy to say, continues very good.

E. Harding.

Gold return from 4th to 17th August, 23 lbs. 4 oz. 7 dwts. 18 grs.

* The gold had arrived at Rio, and was to be shipped in a vessel for London.

NATIONAL BRAZILIAN MINING COMPANY.

Extracts from Mining Reports.

Cocaes, August 18.—It affords me much satisfaction to report to you an increase to our produce these ten days; it has principally been obtained from our stopes No. 2 north, and from some ground which we found standing between the old workings on rising diagonally from our stopes No. 7 to Feliciano's shaft. The samples from the former place were very good for several days after the leaving of last post, but latterly they have somewhat fallen off; but those still coming from the last-named piece of ground are very rich indeed. A cubic foot and a half, in a broken state from the vein, will produce about four ounces of gold, and the heart of it has already been taken away by the former proprietors. I am glad to add that, in speaking of this ground, it is so thoroughly drained that we can drive or excavate anywhere in it now at this place with facility; but had it continued in the state we first found it, it would have been a most arduous task to have done anything by it; this, in a great measure, has been the cause why this has not been before developed, as has been seen by the reports, in our not being able to drive north from the Cachorinho old workings.

I am further glad to inform you that we have another soft floor of jacotinga just making its appearance in the bottom of the cross-cut driving west, at the seventeen fathom level, and that it has every appearance of being the stratum which contains the Cachorinho vein. On comparing it with that coming from the railroad and some taken from the old workings above it, it does not appear to have undergone such a change as the upper beds. I beg to inclose the report, dated 18th August, and it is with much pleasure I call your attention to our produce; it is taken from five cubic fathoms of lode passed through Reid's stamps—15 marcs 7 1 71.

KELLEWERRIS MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—The mining interest are considerably indebted to you, for the many occasions in which your honest and enlightened view of subjects deeply involving the credit and efficiency of certain companies has been eminently subservient to the public good. Allow me, therefore, to point your attention to the Kellewerris Mining Company, in which I am a large shareholder, and to inform you that I speak the sentiments of a very large portion of the subscribers to that undertaking, when I state that we consider a vigorous scrutiny into the concoction and proceedings of the concern imperatively necessary; and as it must be some time before we can publicly call the directors to account, we hope that through your Journal we may receive some public account of these matters, which, if honestly conducted, needs no veil, and ought to disperse that cloud of distrust and darkness now enveloping all matters relating hereto.

I am, Sir, your obedient servant,

November 2. A Shareholder.

Thames Haven Dock and Railway.—We observe, from an article in the *Courier Belge*, of 28th ult., that this undertaking has excited considerable attention in Belgium, and the continent generally; and that expectations are entertained, apparently on good authority, that the Belgic government are disposed to promote the success of the undertaking. By a later Number, it appears, that Mr. Amsinck, who represents the company, has had several interviews with the authorities, the result of which is stated to be of a highly satisfactory nature.

The Hurricane.—On Monday morning, the 29th ult., from three to four o'clock, the wind blew with the most alarming and tremendous force, uprooting many trees, and doing much damage to the roofs of houses; new and unfinished buildings were in several instances completely thrown down. It appears to be the general opinion that the violence of the wind, which was at its height shortly before four o'clock, is unprecedented. During the day the wind had been variable—from five to nine in the evening south-east and south-west; judging chiefly from the nature of the devastation we should say that the hurricane must have been from the south-west; nearly ,5 of an inch of rain fell between seven and ten on the evening of the 28th, with a gentle breeze from the south-east.

Importation of Coals into France.—A company of coal-owners in England (says the *Journal des Debats*) have recently entered upon an immense speculation. They are about to dispatch forty vessels laden with this fuel, for supplying Paris, and the numerous manufactories in its environs.

The Exportation of the Precious Metals.—The exportation of gold and silver coin and bullion from the port of London to foreign ports during the past week is as follows:—Gold coin to Hamburg, 301 oz; silver coin to Rotterdam, ~~31,000 oz.~~; ditto to British West Indies, 1000 oz.; ditto to St. Petersburg, 30,000 oz.; silver bars to St. Petersburg, 151 oz.

Zoological Society.—The ordinary monthly meeting for general business was held on Thursday afternoon, in the Museum at Leicester-square, Mr. Benjamin Bond Cabbell in the chair. This being the first meeting since August, the reports for the last three months were read by Mr. Yarrell. The number of visitors within the period to the museum was 1057, from whom 9*l.* 16s. was received; to the menagerie, 47,885, and the sum received 1802*l.* 18s. The total receipts of the current year up to October were 13,230*l.* 6s., and the expenditure 10,997*l.* 9s. 11d. giving an excess of the former of 2232*l.* 16s. 1d.

RAILWAY INTELLIGENCE.

PRESTON AND WYRE RAILWAY.—The works of this interesting line are in a very forward state; and being a continuation of the grand chain of railways to the north, the town of Fleetwood, on the coast of Lancashire, will be accessible by railway travelling in ten hours, as a fashionable watering-place for the inhabitants of this great metropolis.

THE BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY COMPANY.—In the Sheriffs' Court, on Thursday last, Mr. Clutterbuck claimed 4637*l.* compensation, as the lessee of certain ground occupied by him as a brickmaker, near Shepherd's Bush, on the property of Lord Holland. The jury awarded 1418*l.*

MANCHESTER AND BIRMINGHAM EXTENSION AND GRAND JUNCTION RAILWAYS.—We have just heard that the latter company have withdrawn their opposition to the former, and have agreed to become jointly interested in the formation of the Extension Line to Rugby.

NORTHERN AUSTRIAN RAILROAD.—According to the returns from the directors of this company, published in the Vienna journals, the number of travellers during the six months from April 16th to October 15th, was 165,879, and the receipts 71,099 florins.

EDINBURGH AND GLASGOW RAILWAY.—This important line of communication between the two great communities of Edinburgh and Glasgow, was travelled over last week by J. U. Rastrick, Esq., and Joseph Locke, Esq., the two consulting engineers of the company, accompanied by John Miller, Esq., the resident engineer, with the view of determining some of the leading points connected with the undertaking, and to qualify them, when consulted, to give further advice during the progress of the works. They have reported on the height and width of the tunnels, the width of the viaducts and bridges, &c. Mr. Gibb, so well known in Scotland as a leading contractor for bridges, is busily preparing to commence his engagements with the company for five miles of the most expensive part of the line. Four other contracts are advertised, comprehending eight miles more of the line. By the spring of next year one-half of the road will be under contract, thereby giving a certainty that this great national undertaking will be completed in the summer of 1841.—*Glasgow Courier.*

CHELTENHAM AND GREAT WESTERN RAILWAY.—The directors and engineers of this important undertaking met at Cirencester, last week, for the purpose of receiving the tenders for contracts for two of the principal lengths of the line between Cirencester and Swindon, and we have heard that tenders from respectable and responsible persons have been accepted, at less than the amount fixed by the engineers. This looks well for the shareholders, and we trust the same spirit will continue to guide the proceedings of the company. The company have completed their purchases of land between Cheltenham and this city, and are proceeding with the preliminaries for commencing that portion of the line as soon as possible; and, as the works are over ground highly favourable for such undertakings, when once begun they will no doubt proceed with great rapidity.—*Gloucester Chronicle.*

SHROPSHIRE RAILWAY.—This undertaking, it is stated, is beginning to attract the attention of capitalists. The Parliamentary survey is now in active progress.

SHOREHAM RAILWAY.—As the workmen employed on the Shoreham branch of the Brighton Railway were removing the earth in the parish of Aldrington on Tuesday they discovered a human skeleton, and yesterday two more were brought to light. The first was lying on the chalk, about four feet beneath the surface; the other two, which were nearly together, and at a distance of thirty feet from the first, were imbedded in the chalk seven feet deep, and all three were inclined at an angle of about 30 deg. to the horizon, with their heads downwards, and pointing in different directions. The skulls, which are nearly half an inch thick, were at first perfect, but were broken by the men in extricating them from the soil. Most of the other bones are broken, and much decayed; but a few of them, as well as the teeth, remain entire. The two skeletons found together were enveloped in a black substance, about half an inch thick, resembling burnt straw, and by their side was found a crock, about seven inches diameter, and nine inches deep, of unburnt clay, containing a great number of small bones. The spot on which the discovery was made is about fifty yards in the rear of Aldrington barn, on the farm of Mr. Fuller, and nearly 300 yards from the ruins of Aldrington Church.—*Brighton Gazette.*

AUSTRIAN AND RUSSIAN RAILWAY.—A company of capitalists at Brody, in Gallicia, have made proposals to the Austrian and Russian Governments for forming railroads from Brody through Lemburg to Vienna, and from Brody by Berdytscheff to Odessa, on condition of enjoying the exclusive privilege of the road for 100 years, after which period the roads are to be given up to the respective governments of the two countries. The proposal is said to have been received with so much favour at Vienna, that agents of the company have already entered into negotiations with the proprietors of lands through which the Austrian road is to pass; and the Emperor of Russia is stated to be still more inclined to listen to the application, and he is anxious to multiply these roads within his dominions, and in this case is not required to make any advance of money. The moneyed houses of Vienna are said to be well disposed to the undertaking.—*French paper.*

STANDING ORDERS OF THE HOUSE OF LORDS, 1838.—It will be a satisfaction to all those concerned in the promotion of railway bills before Parliament to learn that the House of Lords, in their Standing Orders, just published, adopted the rules established by the Standing Orders Committee of the House of Commons in 1837, and in like manner ordered that the railway sections and plans should be laid down in juxta-position, after the manner invented and recommended by Mr. Macneill, C.E., and now appearing in a plate attached to the Standing Orders of either House of Parliament.

THE BIRMINGHAM, THE SOUTHAMPTON, AND THE GREAT WESTERN RAILWAYS—for all of which one common terminus might have sufficed, and which might, by an early, judicious, and cordial combination of interests, have obtained a common terminus as near as any to the metropolis have, partly through mischance, and partly through mismanagement, been obliged to have separate termini at distances of 2½, 3, and 4½ miles. The inconvenience thus entailed upon the public is incalculable, yet it is an inconvenience which must now be regarded as remediless. A junction of the three lines, or of any two of them, is, of course, no longer to be thought of; and the apprehension that, were one of them permitted to come any further into town, the proprietors of the others would insist on being equally favoured, will effectually prevent all three from being ever extended much, if at all, beyond their present limits.—*Railway Times.*—We do not entirely agree with our contemporary, "that a junction of the three lines is no longer thought of." Such a junction and extension of the three great metropolitan lines must sooner or later be made. After the Liverpool and Manchester Railway was finished, it was very soon found out, by the shrewd merchants and manufacturers of those towns, the great inconvenience of having the termini so far distant from the places of business, particularly the Liverpool terminus, which was extended subsequently at an enormous cost. The same inconvenience, when the metropolitan railways are in full operation, will be experienced; and, unless they do unite, neither one nor the other will be able to approach nearer the city; as the cost of a metropolitan line will be too great for any one railway singly. If it had not been for the untoward opposition of the Southampton Railway Company, their line, and also the Birmingham and Great Western might have been extended to the banks of the river Thames, and within half a mile of the Royal Exchange and Charing Cross; but the unaccountable jealousy of the Southampton Railway Company, because the line in question was to have crossed the river Thames and united their line with the Great Western and the Birmingham Railway, and offered to the two last the same excellent terminus, caused them to lose the traffic of the Brighton line on six miles of their railway, and all the city traffic of the Great Western and Birmingham Railways, and likewise the enormous traffic of the Richmond branch on two miles, besides thousands of passengers to the different towns and villages in the vicinity of the metropolis; * we have not the least doubt that the opposition of the Southampton Railway Company to the line in question costs them ten thousand pounds per annum in loss of traffic. We still hope that the line to unite the three railways will be made, The cost of carrying it into Parliament would be trifling, as all the plans and data are in the possession of the projector.—*Civil Engineer.*

* We should like to see the returns of the company for passengers conveyed to Wandsworth, Wimbledon, and Kingston; we doubt if it would show a tithe or even half that number, of what might have been conveyed had their line been extended to the city.

MIDLAND COUNTIES RAILWAY.—The following is the amount of earth-work executed, and the number of men, horses, and locomotive engines employed on the works of this company, from the 27th August to the 22d of September:—Earth-work, 203,037 cubic yards; number of men, 4373; number of horses, 438; locomotive engine, 1.

FRENCH RAILROADS.—The absurdity of voting and approving two railroads from Paris to Versailles has borne its fruits. It was then calculated that the line by the left bank of the Seine would cost but a quarter of a million sterling, and that of the right bank not more than 160,000*l.* It now happens that the left bank line has already expended 320,000*l.* without either entering Paris or reaching Versailles, and that it would require nearly as much more to complete it. The right bank line, in lieu of 160,000*l.*, will cost half a million sterling. It was at first proposed to unite the two lines at a certain distance from Versailles; but now the project is, it seems, to suppress the left line altogether, and sell the ground for what it will fetch. The difficulty is in getting the right bank line to make a sacrifice in order to accomplish the suppression of its rival. So much for French legislation on railroads.

WELSH COAST-LINE RAILWAY.—George Stephenson, Esq., one of the highest authorities on railway matters, having been on a geological tour in North Wales, has examined the route of the coast line of railway, so frequently adverted to in this journal, in contradistinction to the interior line so foolishly recommended by the Irish railway commissioners. The following are his sentiments respecting it, communicated to John Uniacke, Esq., chairman of the Chester and Crewe Railway directory:—"Dear Sir,—As I was engaged last week on a professional tour through Wales, in examining the geology of a portion of the country, I took the opportunity, in returning home (knowing the interest the people of Chester feel in having a communication to the Ormshead), to examine that bay, and the route from that place to Chester, as well as from Ormshead to Bangor. I find that the bay at Ormshead possesses more facilities for being made into a convenient harbour than I had any previous idea of, and that a railway may be obtained from that place to Chester almost on a dead level, and without having to encounter any heavy or difficult works; and also, from what I saw of the country between Ormshead and Bangor, I do not think there are any difficulties to prevent a railway being made from Chester to Holyhead, if Government should hereafter be disposed to assist in carrying the communication to that point. If the line, in the first instance, is only carried as far as Conway, it would still leave that portion of the great north road from Conway to Holyhead available for the traffic between England and Ireland, and it would then remain with Government to consider whether they would still retain Holyhead on the grand station for the thoroughfare between England and Ireland, or make the Ormshead the great packet station. It is my opinion that no other route can be obtained at so small a cost to shorten the distance from England to Ireland."—*Chester Chronicle.*

STEAM NAVIGATION.

Extract of a letter from Falmouth, dated Oct. 20.—"The *Royal Tar*, belonging to the Peninsular Steam Navigation Company, was undergoing some necessary repairs at Limehouse when her time arrived to sail, and as they are bound to supply government with a steamer to take the Mediterranean mails on board at Falmouth every Monday, under a penalty of 500*l.* for the first day's delay, and 100*l.* for every subsequent, she got under weigh when her repairs were but half completed. It seems that she was considered rather heavy on her quarters, and to lighten her and give her more room, they had taken down some cabins which she had abaft the paddle-boxes, and had included within her new bulwarks part of that bridge (the technical name of which I don't know) which connects the paddle-boxes to the sides of the vessel. The flooring of this bridge is generally a grating; but in this instance, as it was to form part of the deck, it was made of solid planks, and the oversight was committed of leaving her without sponsors to support and connect this bridge to her bottom, by which she was left exposed to the hazardous accident which afterwards befel her. We left Limehouse at five o'clock on Friday morning, and made a beautiful and short passage to Falmouth, getting into harbour at twelve o'clock on Saturday. The whole of Sunday was spent in taking in coals and water, and Monday, at 11 a.m., we put to sea with the mails and mail lieutenant on board; but we were not six hours' sail from the Lizard, when a sea lifted up the bridge, of which I have spoken, on her starboard side, tearing up her deck as far as the quarter deck, and she began shipping some water. On Tuesday evening it became rather squally, and the wind and sea were against us, but there was no weather which a fishing-smack could not have braved. About 11 p.m. our larboard deck was torn up in the same manner as the starboard, opening a hole directly into her side between the ribs, and she began making a ton of water a minute, which she continued to do to the end of our voyage. The engine pumps were set to work, and contrived to prevent the water from increasing, but our situation was still so perilous, the water having extinguished one of our fires and damped the other, that the captain, with the concurrence of the mail lieutenant, determined on putting back, which was accomplished on Wednesday, at 7 a.m., and we safely got into Falmouth at 5 p.m. on Thursday. The sufferings and anxiety of some of the passengers may be imagined, but cannot be described. Some of the cabins were ankle deep in water. The berths which happened to be midships under the windows of the quarter-deck were soaked through, and I had the misfortune not only of suffering from a shower bath throughout the whole night, as every sea broke against a window six inches above me, but also of seeing all our dangers, and the manœuvres of the seamen to avert them, which of course made me feel our situation the more. A gentleman, who had paid very handsomely for a state room, called the Pavilion, was obliged, after having almost every article he had in it damaged, to quit it, and retreat to other already over-crowded cabins. I can scarcely suppress my indignation when I consider the danger to which 113 human beings have been exposed by those who sent them to sea in a vessel not seaworthy. We are now at the mercy of the company; the passengers have written a letter in common to the managers, some asking for their passage-money back—and some for a passage by a seaworthy vessel. The former, I fear, will be denied, but the latter is expected on Monday or Tuesday next, when we shall proceed to our destination. I should mention that the captain and crew behaved most excellently, and that a letter of thanks has been presented by the passengers to the former, and a subscription made for the latter."

LIVERPOOL, WEDNESDAY.—Accounts have just been received from Cork, announcing the return of the steamer *Liverpool*, which sailed hence on Saturday week for New York, after having been out nine days, and accomplished nearly one-third of the voyage. The *Liverpool*, it appears, from the day of her departure, experienced extremely unfavourable weather, the wind during the whole of the time blowing almost a gale from the north-west until Thursday last, when she experienced a most dreadful hurricane, by which, however, she sustained but little damage. The cause of her return is the immense consumption of fuel. She had consumed nearly 400 tons of coal in eight days, leaving only about 150 tons to perform the remainder of the passage. This being the state of the case, and no appearance of a change of weather, the captain very properly thought it advisable to return. She is now taking in a fresh supply of fuel, and is intended to leave Cork to-morrow, when it is to be hoped she will meet a little better success than that which she has just met with.

The *Great Western*, which sailed from Bristol on Saturday last, will, of course, in consequence of this unfortunate mishap, reach New York before her, but will not, of course, take any accounts of this disaster, but will take the news of her departure, and no doubt some fears will be entertained for her safety.

DEPARTURE OF THE GREAT WESTERN.—*Kingroad, half-past three o'clock p.m., Oct. 27.*—This splendid vessel has again this day sailed for New York. Nothing could exceed the bustle of this morning at the docks, carts, waggons, cars, and vehicles of every description being in requisition to convey the luggage of the passengers, &c., on board. And for these three days lighters, &c., have been continually employed in carrying on board the merchandise and manufactured goods of every description with which she is completely stored, having 120 tons measurement of freight, for which alone the company will receive between 800*l.* and 900*l.* Amongst the manufactured goods are upwards of 40 tons of printed cottons, &c., from the Messrs. Russell, of Manchester, and in silks, the freight which one London house will have to pay is upwards of 300*l.* She carries with her 120 passengers, amongst whom are Judge Crane, a gentleman with despatches for Lord Durham, and several Manchester and other manufacturers, with 3411 letters from the Post-office, and about 2600 from their own office, and an immense number of newspapers. In consequence of the very rough weather for the last few days it was feared that she would not have been enabled to start to-day, but from the great exertions of Captain Claxton (the managing director) she started precisely at the time appointed, three o'clock p.m. She went off in gallant style, notwithstanding a stiff breeze directly in her teeth blowing from W.S.W.

NAVIGATION TO INDIA BY THE CAPE OF GOOD HOPE.

A steam vessel now building by Messrs. Scott, Sinclair, and Co., of Greenock, who are also building the engines, has been purchased by the East India Steam Ship Company, as their experiment ship for the voyage from London to Calcutta direct, by the Cape of Good Hope. The vessel and engines are in such a forward state as to warrant the presumption that the first voyage will be made early in January next.

The dimensions of the vessel and engines are—

	Ft.	In.
Length from stem to taffrail	200	6
Ditto of keel	189	0
Clear beam midships	32	0
Breadth over the sponsons	43	0
Ditto over the paddle boxes	48	0
Depth of hold	28	0

The main saloon will be fifty feet long by eighteen feet wide in the clear, leaving a range of state rooms on each side, opening upon the saloon. The height under the beam will be eight feet. It is intended to do away with all deck houses or any erections on deck by putting a flush deck on her, which will have the double advantage of giving great accommodation and carrying away those unsightly projections from the deck, which greatly impede the way of the vessel by offering resistance to the wind. When this deck is added she will be equal to 1200 tons measurement. She is built in a very superior manner, of the best English oak and American elm, copper fastened, and the two bottom planks diagonally bolted, independent of the keel. She is very strongly braced diagonally with iron braced, and her floors are close built and caulked.

The two engines are very strongly and compactly constructed.

	Ft.	In.
The diameter of the cylinder is	0	63
Length of stroke	5	9
Diameter of paddle shafts	0	12¼
Diameter of paddles	26	6
Width of paddles	8	0

Number of strokes, 20 per minute.—Paddle float in 3 pieces.

The naves of the paddles are of wrought iron, so riveted together, as to combine great strength with compactness and lightness.

The vessel and machinery are now fitting up under the inspection of Lieut. Kendall, R.N., and Mr. Charles Manby, the commander and inspecting engineer.

THE LOSS OF THE FORFARSHIRE STEAM-PACKET.—GOVERNMENT INVESTIGATION.—We understand that Mr. Sheriff Henderson, in consequence of an order emanating from Lord John Russell, her Majesty's Secretary of State for the home department, transmitted through the Lord Advocate (Mr. Murray), is engaged in making an investigation into the state of the steam-ship *Forfarshire*, for some time previous to the lamentable shipwreck.—*Dundee paper.*

THE LOSS OF THE NORTHERN YACHT STEAM-PACKET.—Extract from a private letter dated Bamburgh, Oct. 24:—"I have this night seen the person who came on shore from the *Northern Yacht* steam-packet on the day on which that vessel passed here. He was landed about half-past two o'clock, p.m., at North Sunderland, and his name is Mr. John Reay, No. 22, Wellington-street, North Shields. He informs me that there were, to the best of his knowledge, three or four best cabin passengers; one female, apparantly a passenger, included in the above number, as stewardess, and Captain Middlemas. There were in the fore-cabin a soldier, a bookseller from Heaton, county of Durham; two females and two young men, total six. He cannot say how many there were of the crew. There were no complaints of the vessel, nor the least danger apprehended when he left her. It is rather strange that this person should have left his home for no other purpose than to take Mr. and Miss Darling's likeness, and to have left the *Northern Yacht* for that purpose at North Sunderland, thereby saving his life."

THE LATE ACCIDENT AT NORTHWICH.

A coroner's inquest was held on Saturday last at the Roebuck Inn, Wilton, before John Hollins, Esq., one of the coroners' for the county of Chester, on view of the bodies of Joshua Tomkinson, Thomas Bates, and William Rayner, three of the persons who met their death by the falling in of the rock salt mine attached to the works of Messrs. Ashton and Son, of Dunkirk, near Northwich. A number of men had been employed during the past week in excavating the earth and in endeavouring to find the bodies of the three unfortunate men buried in the fallen ruins. On Tuesday traces of the smith's shop in which they were at work were discovered, and the vice, anvil, hammers, scales and weights, and other tools, dug out, as were also the jacket and hat of one of the sufferers. On Thursday they came to the body of Joshua Tomkinson amongst the ruins of the blacksmiths' shop. He was in a bent position, about fourteen yards from the surface. He was dreadfully crushed by the fallen earth, about twenty tons of which had to be removed before the excavators got to the body. At the time of the accident he was in the smiths' shop at work, making linch pins for a cart wheel. He was a single man, and had about twelve months of his time to serve as an apprentice to Thomas Davis, blacksmith to the works. On Friday afternoon the body of William Rayner, a boy about fifteen years of age, who had just commenced his apprenticeship to the same master, was found near the spot, and Thomas Bates lying close by his side. There were some heavy timbers across the bodies, and the excavators placed their lives in great jeopardy in recovering them. Bates (who was a married man, has left a widow and one child) had gone to the smiths' shop to do some trifling repairs to a spade, and believed to have been standing near the door at the moment the earth underneath gave way.

James Tomkinson, the brother of one of the deceased men, was examined as to the cause of the accident. He stated that on the day on which it happened he went down into the pit with four other men, through the sump-shaft, to the depth of fifty yards. He heard a rumbling noise, and saw pieces of the rock falling from the pillars; this happened between seven and eight o'clock in the morning. They came up immediately, not considering it safe to be down any longer, as the wheel at the top of the sump was difficult to turn, owing to the roof having given way considerably at the top. Witness saw no appearance of danger. All the men went towards home, and on getting close to his own door, he heard a great crash, and turning, saw a cloud of smoke, and the buildings all tumbling in. Witness went back to the works, and some hundreds of people from the town also came there. He and some others had ropes affixed to them, and on being lowered into the hole they heard groans. They succeeded in extricating three persons and one horse alive, and four of the persons killed by the accident were taken out at the same time.—The jury returned a verdict of "Accidental Death."

The engine gearing and other machinery have been discovered; they were all more or less broken and damaged, and will, in future, be of little value except for old metal. The chasm measures upwards of ninety yards across and fifteen yards in depth. The three shafts connected with Messrs. Ashton's pits have been filled up by the fallen earth, and access to the lower mine can only be obtained through the works of Messrs. Tomlinson, the adjoining mine, which has been placed in such jeopardy as to deter the men from resuming their labours there since the accident. On Sunday some thousands of spectators were attracted to the spot to witness the work of destruction and ruin which lay beneath them. The banks continue daily to give way, and fears are entertained that the road leading to the other works will fall in.

LONDON AND GREENWICH RAILWAY.—The number of passengers on this line, from the 27th of October, to the 2d of November was 26,275, producing (including creek and footpath) 611*l.* 1s. 1d.

FATAL ACCIDENT.—On Friday, the 19th ult., an accident took place at the Pentwyn Iron Works, near Abersychan, by which an industrious boy named Solomon Davis, met an untimely and dreadful death. Davis, it appears, who was nine years of age, was employed at the mouth of the balance pit, and it was his business to give notice to the man at the wheel when to elevate the trams to the surface. There is an iron rail beside the pit, for the protection of the persons at work; and the boy was looking over this, in order that he might hear the man at the bottom give notice when he had hitched the tram. By some accident, the chain, which passed through a pulley above his head, gave way, and falling round the body of the boy, he was precipitated a depth of eighty feet, and literally smashed to pieces—an arm was found at a distance of three or four yards from the other fragments of the body!

DREADFUL COAL PIT EXPLOSION.—FORTY LIVES LOST.

On Wednesday morning last intelligence was brought into Whitehaven that a tremendous explosion of carburetted hydrogen gas had taken place in one of the coal pits belonging to Mr. H. Curwen, of Workington Hall, situate at Lowca, in the parish of Harrington, between three and four miles from this town. On hastening to the spot, we found that the report was too true, and that a tremendous sacrifice of human life had been the consequence. The pit at which this awful catastrophe occurred is called "John Pit," and is situated on the left hand side of the road which leads from Whitehaven to Harrington, by way of Lowca. Around the mouth of this pit, on Wednesday, we found considerable numbers of people collected, many sorrowing for lost friends and relatives, and others attracted by motives of curiosity. In the roads and fields adjoining numerous groups were also gathered together, and in each countenance the deepest grief and the most haggard anxiety were painfully depicted; but at that time no one was able to give any correct information either as to the manner in which the explosion originated, or of the number of persons who had perished. Subsequently we ascertained the following particulars on the spot:—

The "John Pit" has been for some time back the source from whence Mr. Curwen has drawn the principal part of his coals shipped at the port of Harrington. Nearly 100 men and boys were employed in it; and its superintendence devolved upon Mr. Tate, of Moorhouse, Mr. Curwen's coal steward at Harrington. The overman and deputy-overman engaged under him to look after this pit were Harrison Kay and William Hetherington. The colliers left the pit on Tuesday evening before dusk, and those who have unfortunately perished returned on the following morning soon after five o'clock, at which time the awful and astounding catastrophe took place. The regulation adopted in "John Pit," we understand, was for the work people to wait about 200 yards from the bottom of the shaft, at what is called "the steer," until the overman and deputy-overman had gone into the workings and seen that all was free from danger. At this spot thirty-four human beings were congregated when the foul air took fire, and they were swept, with six others, to instant destruction. An explosion so tremendous and terrible in its character, perhaps, scarcely ever occurred before—certainly never in this part of the country. The shaft is ninety-five fathoms in depth, and yet for many yards above its mouth the fire was seen to blaze with awful brilliancy. Baskets from the bottom were whirled up the shaft high into the air, and thrown to a considerable distance. At the moment the explosion happened, a basket, containing two men and two boys, had descended the shaft about six fathoms, these were blown into the air as from the mouth of a cannon; one man was driven over the bank of coals at the pit's mouth, one boy fell close to the mouth, the other boy alighted in a state of insensibility on a sloping ledge, with his feet hanging over the yawning chasm beneath, and was thus found after the shock of the explosion, and removed in safety. On being laid hold of in five or six minutes after he had alighted on his perilous seat, he awoke from a sort of stupor, and begged to be taken from where he was, as he felt cold, and said that he thought he had been there for about two hours. This boy's name is Nutter, and he lives at Parton; he and the man and boy just spoken of have recovered, and are now well again. The fourth individual who was in the basket was less fortunate; he, alas! after being blown into the air fell perpendicularly into the shaft, and was dashed to pieces at the bottom. This was the first sufferer got out of the pit; and towards evening the bodies of William Addison and Robert Nicol were brought up, they being the last of those who went down in the morning.

The bodies of thirty-four of the sufferers were found nearly all together on the northern side of "the steer," in one frightful mass, horribly blended with corves, rolleys, and various kinds of rubbish. Many of them were sadly disfigured and mutilated: their faces were blackened, the skin torn from different parts of their bodies, limbs mangled, and their hair almost invariably singed or shrivelled up into a dirty yellowish-coloured matted substance. One poor boy had a stake driven through his body; in others the eyeballs were nearly forced from their sockets. These thirty-four unhappy beings were all, no doubt, destroyed by the agency of the fiery torrent which swept along the main workings with inconceivable fury and force. One little boy was found lying on his face beside his horse in its stable; he was not burnt or disfigured, and had died of suffocation from the choke-damp. The bodies of the overman and deputy-overman were not obtained until last night; that of Kay being far in the drift to the south, and Hetherington in the drift to the north. This leads us to the probable immediate cause of the accident.

The shaft of "John Pit," as we have stated, is ninety-five fathoms in depth. From the bottom of the shaft a rolley-way of 200 yards in length conducts to "the steer;" here a drift of 300 yards in length branches off to the south, and another to the north of about 200 yards in length. These main drifts, and the workings which branched from them, it was the duty, we repeat, of the overman and deputy-overman to examine every morning, and ascertain that the pit was free from foul air and danger. The body of the overman, Harrison Kay, was found, as stated, in the south drift, and that of William Hetherington in the north drift. Now, as the force of the explosion drove the poor men and boys who were at "the steer" into the north arm of the workings, it follows, as a reasonable inference, that the torrent rushed from the south drift, where an immense quantity of carburetted hydrogen must have accumulated and been ignited. From a light carried by Harrison Kay, therefore, it is probable that the explosion arose, and this presumption is strengthened by a statement of some of the workmen employed at "John Pit," who had providentially not arrived on Wednesday morning when the catastrophe took place. They state that Kay was in the habit of taking a lighted candle along the drift or main passage, and used his Davy Lamp only in examining the workings. Taking it for granted that foul air had accumulated in the south drift, the explosion is at once traceable to the rash imprudence of the overman.

"John Pit" had until very lately been ventilated by Hodgson Pit, as the upcast-shaft; but latterly the ventilation was carried on by a new air course into "Jane Pit;" and it is supposed that owing to a fall from the roof the new air-course had been choked up, and hence the accumulation of foul air which led to the present awful and melancholy loss of life. Indeed, this interruption to the circulation may fully account for the accumulation of the inflammable air, which, when intermixed with atmospheric air in certain proportions, explodes, on the application of a naked flame, with the violence of gunpowder, the whole atmosphere becoming a volume of flame, sweeping all before it. But, of course, more information will be thrown on this part of the subject before the coroner's jury.

Six horses were also killed by the explosion.

It is needless here to dwell on the pain and sorrow and indescribable suffering which this sad catastrophe has carried to the hearths of many humble but hitherto contented families: these will be more easily imagined than described; and let us trust that what a sympathising public can effect in soothing the grief which has been spread around, will neither be wanting nor long delayed.

The loss of property to Mr. Curwen will be heavy, but the mental suffering which this second great calamity in his mines within fourteen months will have inflicted, throws all pecuniary considerations into the shade. His distress of mind, we are told, is most intense.

It is but justice to add, that throughout the trying emergencies of the week, the agents and friends of Mr. Curwen have received from Mr. Peile and other agents of the Earl of Lonsdale the most prompt assistance.—*Whitehaven Herald.*

On Saturday, during the examination of the witnesses, the coroner and jury went to view another body (the 39th) that had been brought out of the pit, and then returned to the school-room, where the examinations were proceeded with. About four o'clock in the afternoon information was brought into the court that the last body (the 40th) had just been found and brought out of the pit, in consequence of which the examination of the witnesses was again adjourned, whilst the coroner and jury went to view the body. On their return, the often-interrupted examinations were again renewed, and lasted till a late hour at night. The jury, after a short consultation, delivered the following verdict:—"That Joseph Cape (we merely select the first name upon the list of sufferers; the verdict in all the other cases was of course the same) on the 24th day of October, being with other workmen in a certain coal-pit, called John Pit, situate at or near Harrington, and about to go to work there, it so happened that when there, by some means or other, the fire-damp or inflammable air which was lodged in the same pit took fire and exploded; by means whereof the said Joseph Cape was then and there suffocated and burn't, of which said suffocation and burning the said Joseph Cape did then and there die; and so the said jurors, upon their oaths aforesaid, say that the said Joseph Cape accidentally, casually, and by misfortune, came by his death in manner and by means aforesaid, and not otherwise; but lament that due precaution had not been used by Lancelot Tate, coal-agent, in securing the main air-course, which might have prevented this lamentable accident."—Abridged from the *Cumberland Paequet.*

METEOROLOGICAL JOURNAL, 1838.

Oct.	Thermometer.	Barometer.	Oct	Thermometer.	Barometer.
Thursd. 25	from 42 to 57	29,99 to 29,92	Monday 29	44 .. 51	29,19 .. 29,53
Friday.. 26	51 .. 61	29,73 . 29,86	Tuesday 30	35 .. 49	29,65 .. 29,70
Saturd. 27	33 .. 59	29,85 .. 29,70	Wednes. 31 ...	37 .. 43	29,73 .. Stat.
Sunday 28	47 .. 53	29,45 .. 29,19			

Wind S.W. Except the 29th and following day generally cloudy, with frequent and heavy showers of rain.

Rain fallen, 1 inch and ,4025 of an inch.

Edmonton. CHARLES HENRY ADAMS.

GOLD AND SILVER.

Foreign Gold in Bars (standard) .... per oz.	£3 17 9
Foreign Gold in Coin, Spanish Doubloons	0 0 0
Silver in Bars (standard)	0 4 11½
20 Franc pieces	0 0 0
New Dollars	0 4 9½

PURCHASES OF COPPER ORES AT TRURO.

OCTOBER 25.

Purchasers.	Mines.	Tons	Total	Price. £ s. d.	Each parcel £ s. d.	Total Amount £ s. d.
MINES ROYAL	United Mines	44		5 0 6	221 2 0	
1. ——	Fowey Consols....	72		6 2 6	441 0 0	
——	Godolphin.....	60		11 7 6	773 10 0	
			184			1435 12 0
2. VIVIAN and SONS.	ConsolidatedMines	41		5 1 0	207 1 0	
——	....	34½		4 0 6	138 17 3	
——	....	67		6 18 6	463 19 6	
——	....	56		7 0 6	393 8 0	
——	United	96		4 10 0	432 0 0	
——	....	44		5 0 6	221 2 6	
——	....	75		5 13 0	423 15 0	
——	Great St. George..	50		3 12 6	181 5 0	
——	Fowey Consols ..	90		5 5 6	474 15 0	
——	Wheal Perran	34		5 0 6	170 17 0	
			587½			3106 19 9
3. FREEMAN & Co.	Godolphin.....	51		8 11 0	436 1 0	
	Wheal Curtis	65		4 14 6	307 2 6	
			116			743 3 6
4. GRENFELL and Co.	ConsolidatedMines	66		6 18 0	455 8 0	
——	....	62		6 7 0	393 14 0	
——	United	95		4 13 6	444 2 6	
——	....	85		6 13 6	567 7 6	
——	....	81		7 2 6	577 2 6	
——	....	80		9 0 6	722 0 0	
——	.. ..	70		5 7 6	376 5 0	
——	Gt. St. George.. .	66		5 12 6	337 10 0	
——	Wheal Perran	32		5 3 0	164 16 0	
			631			4 38 5 6
5. SIMS, WILLYAMS, NEVILL, and Co.	ConsolidatedMines	97		9 17 6	957 17 6	
——	....	96		9 8 0	902 8 0	
——	....	84		4 19 0	415 16 0	
——	....	41		5 1 0	207 1 0	
——	....	65		4 9 0	289 5 0	
——	....	57		5 16 0	330 12 0	
——	....	23½		11 3 6	262 12 3	
——	Gt. St. George....	51		2 9 0	124 19 0	
			514½			3490 10 9
6. WILLIAMS and Co.	ConsolidatedMines	34½		4 0 6	138 17 3	
——	....	68		5 17 0	397 16 0	
——	Great St. George..	85		2 13 0	225 5 0	
——	....	71		4 2 0	291 2 0	
——	....	65		3 18 6	255 2 6	
——	....	64		5 14 0	364 16 0	
——	Fowey Consols ..	91		6 9 0	586 19 0	
——	....	89		5 2 6	456 2 6	
——	....	80		7 17 0	628 0 0	
——	Godolphin.....	64		5 10 0	352 0 0	
——	Wheal Mary.....	51		5 2 0	260 2 0	
			762½			3956 2 3
7. VIGURS and Co.	ConsolidatedMines	49		8 1 6	395 13 6	
	....	23½		11 3 6	262 12 3	
			72½			658 5 9
			2868			17428 19 6

SALE OF COPPER ORES AT SWANSEA,

Sampled Oct. 10, *and sold at Swansea, Oct.* 31.

Mines	Tons	Produce	Stand.	Price	Mines	Tons	Produce	Stand	Price
Allihies	95 ..	10⅞ ..	103½..	9 0 0	Copiapo	94 ..	20⅜ ..	94½ ..	17 6 0
ditto....	90 ..	10⅛ ..	104 ..	9 1 0	ditto....	90 ..	21½ ..	94½ ..	17 15 0
ditto	80 ..	10¼ ..	104½..	8 11 0	ditto....	50 ..	19½ ..	96¼ ..	16 15 6
ditto....	76 ..	10⅜ ..	103⅞..	8 13 0	Valparaiso..	90 ..	24¼ ..	95 ..	20 18 0
ditto.. .	36 ..	11⅜ ..	102½..	9 7 6	ditto....	88 ..	24⅜ ..	96 ..	21 1 0
ditto.. .	29 ..	10⅜ ..	103⅜..	8 13 0	Chili	100 ..	18⅜ ..	97 ..	15 7 0
Knockmah.	138 ..	12⅛ ..	102⅝..	10 3 6	ditto....	24 ..	19½ ..	96¼ ..	16 6 0
ditto....	96 ..	12⅝ ..	100½..	9 19 0	Tygwyn	96 ..	14½ ..	100¾ ..	11 19 0
ditto	63 ..	10⅜ ..	102⅜..	8 16 0	Tigrouy	53 ..	3⅜ ..	131 ..	2 10 0
ditto....	48 ..	13 ..	100¾..	10 15 6	ditto....	38 ..	3 ..	140 ..	1 19 0
ditto.. .	39 ..	6 ..	112 ..	4 9 6	Ballygahan	43 ..	5⅜ ..	114⅜..	4 1 0
Ballymurta.	88 ..	4⅜ ..	122⅛..	3 5 0	ditto....	19 ..	2⅞ ..	139⅛..	1 15 0
ditto ...	81 .	4⅜ ..	119 .	3 11 0	Llandidno .	49 ..	12⅜ ..	102⅜..	10 19 6
ditto....	57 ..	4⅜ ..	124⅛..	3 4 0	Lackamore ..	47 ..	16⅛ ..	99 ..	13 16 6
ditto . ..	55 ..	4 ..	126 ..	2 15 6	Drws-y-coed	46 ..	9 ..	106 ..	7 6 0
ditto....	47 ..	5⅛ ..	119 ..	3 17 0	Coquimbo ..	45 ..	16 ..	99 ..	13 12 0
ditto....	38 ..	4¼ .	123⅛..	3 0 0	Simnea Dyll.	38 .	8⅜ ..	107 ..	7 2 0
Cobre	84 ..	28⅛ ..	94 ..	24 10 6	Valparaiso..	29 ..	20 ..	96⅛..	17 1 6
ditto....	76 ..	21⅞ ..	94⅜..	18 7 0	Abergiaslyn	18 ..	3⅞ ..	126⅛..	2 13 0
ditto....	70 .	21⅜ ..	95 ..	18 6 6	ditto....	8 ..	1⅜ ..	157 ..	0 10 0
ditto....	13 ..	38⅜ ..	91¼ .	32 17 6	Llanberris..	20 ..	5⅛ ..	118⅛..	3 19 6

TOTAL PRODUCE.

Allihies	406	£3599	5 0	Ballygahan	62	£ 207	8 0
Knockmahon	384	3605	9 6	Llandidno	49	537	15 6
Ballymurtagh ...	366	1203	10 6	Lackamore	47	649	15 6
Cobre.....	243	5164	16 6	Drws-y-coed	46	335	16 0
Copiapo	214	3726	19 0	Coquimbo.....	45	612	0 0
Valparaiso	178	3733	8 0	Simnea Dylluan..	38	269	16 0
Chili	124	1926	4 0	Valparaiso	29	495	3 6
Tygwyn	96	1147	4 0	Aberglaslyn.....	26	51	14 0
Tigrony	91	206	12 0	Llanberris	20	79	10 0

Copper ores for sale November the 14th—Chili 101, ditto 70, ditto 63, ditto 60, ditto 25, ditto 101, ditto 85, ditto 61, ditto 10, ditto 80, ditto 4—Knockmahon 120, ditto 90, ditto 76, ditto 64, ditto 61, ditto 62, ditto 39, ditto 37, ditto 32, ditto 14—Norway 130—Ballymurtagh 69, ditto 40, ditto 12—Valparaiso 110—Coquimbo 100—Tigrony 59, ditto 23—Connorree 71, ditto (precipitate) 8—Ballygahan 59—Allihies 55—Llandegai 9, ditto 7—Tygwyn 13—Total 2023.

SALE OF COPPER ORES AT REDRUTH.

Sampled, Oct. 17, *and Sold at Andrew's Hotel, Redruth, Nov.* 1.

Mines	Tons	Price £ s. d.	Purchasers	Mines	Tons	Price £ d. s.	Purchasers
Consols. .	109 ..	5 17 6	Williams.	United H.	77 ..	4 1 6	Freemans.
ditto	81 ..	6 0 6	——	ditto	71 ..	9 12 6	——
ditto	79 ..	7 12 6	——	ditto	53 ..	3 8 6	Williams.
ditto	78 .	7 3 6	——	ditto	41 ..	4 8 6	——
ditto	77 ..	8 3 0	——	ditto	38 ..	3 12 6	——
ditto	74 ..	7 12 6	——	ditto	20 ..	5 1 6	Mines Royal
ditto	73 ..	7 18 6	——	Fowey C.	93 ..	8 15 0	Williams.
ditto	72 ..	7 16 6	——	ditto	87 ..	5 5 6	——
ditto	70 .	9 5 6	——	ditto	69 ..	5 0 0	Vivians.
ditto	66 ..	5 3 0	——	ditto	51 ..	6 3 0	Williams.
ditto	64 ..	5 1 0	——	Dolcoath ..	72 ..	7 15 0	P. Grenfells.
ditto	58 ..	3 1 0	——	ditto	55 ..	3 6 0	——
ditto	3 ..	22 15 0	——	ditto	41 ..	4 19 6	——
N. Roskear	92 ..	5 18 6	P. Grenfell.	ditto	40 ..	2 2 6	Vivians.
ditto	85 ..	5 12 6	——	ditto	24 ..	1 1 0	Williams.
ditto	84 .	7 19 6	Vivians.	ditto	23 ..	1 16 6	——
ditto	80 ..	5 7 6	——	S. Towan..	64 .	4 12 0	Nevill & Co.
ditto	76 ..	4 5 6	——	ditto	38 ..	2 11 0	——
ditto	67 ..	5 7 6	——	Wh. Lydia	75 ..	4 4 6	P. Grenfells.
ditto	66 .	2 16 0	——	Tincroft ..	54 .	3 14 0	Nevill & Co.
ditto	64 ..	8 7 0	P. Grenfells.	ditto	50 ..	2 13 0	Vivians.
ditto	62 ..	8 19 0	Vivians.	ditto	30 .	1 18 0	——
ditto	55 ..	5 7 6	——	S. Basset ..	48 ..	5 10 6	Mines Roya
ditto	54 ..	10 2 0	——	ditto	46 ..	4 3 6	——
EastCrofty	75 ..	5 3 6	Mines Royal	ditto	40 ..	5 6 6	——
ditto	60 ..	4 1 6	Freemans.	East Pool .	60 ..	8 12 6	——
ditto	49 ..	5 6 6	P. Grenfells.	ditto	43 ..	5 16 6	——
ditto	48 ..	5 6 0	Vivians.	West Jewel	41 ..	3 14 0	Nevill & Co.
Longclose	89 ..	4 17 6	P. Grenfells.	ditto	18 ..	7 16 6	Mines Royal
ditto	78 ..	5 17 6	Vigurs & Co.	W. Harriet	25 ..	6 10 6	——
Dudnance	20 ..	3 19 6	Freemans.	ditto	15 ..	3 0 0	Freemans.
S. Roskear	86 ..	5 2 6	Mines Royal	Wst.Downs	14 ..	2 12 6	——
ditto	54 ..	5 2 6	——	Wh. Uny ..	13 ..	7 11 6	——
ditto	53 ..	2 0 0	P. Grenfells.	W.Sparrow	12 ..	3 15 6	——
W. Chance	56 ..	6 7 0	——	West Dolc.	10 .	4 13 0	P. Grenfells.
Wh. Gerry	52 ..	3 3 0	Vivians.				

TOTAL PRODUCE.

Consolidated	904	£6181	13 0	South Towan ..	177	£708	3 6
North Roskear ..	785	4923	5 6	Wheal Lydia ..			
East Wh. Crofty	419	£2119	11 6	Tincroft	134	389	6 0
Longclose.... .				South Wh. Basset	134	670	5 0
Dudnance				East Pool	103	755	1 6
South Roskear..				West Wh. Jewel ..	59	292	11 0
Wheal Chance..	301	1342	18 0	Wh. Harriet.....	40	208	2 6
Wheal Gerry ..				West Cliff Downs	14	36	15 0
United Hills.....	300	1599	7 0	Wheal Uny	13	98	9 6
Fowey Consols ..	300	1931	6 6	Wheal Sparrow ..	12	45	6 0
Dolcoath	253	1088	9 6	West Dolcoath ..	10	46	10 0

*** The parcel of 81 twenty-one cwts. in Consolidated Mines, was purchased for Benson and Co.

Average standard, 111*l.* 11*s.*—Average produce, 7⅛.—Average price, 5*l.* 15*s.* 0*d.*—Quantity of ore, 3958.—Quantity of fine copper, 298 tons 12 cwt.—Amount of money, 22,437*l.* 18*s.* 0*d.*—Average standard of last sale, 109*l.* 9*s.*—Produce, 8.

Copper ore for sale on Thursday next, at Andrew's Hotel, Redruth. Mines and Parcels.—Carn Brea Mines, 669; Wheal Darlington, 523; Wheal Buller and Wheal Beauchamp, 413; Fowey Consols, 383; Wheal Friendship, Trevarton Downs, and Wheal Prosper, 361; Tresavean, 323; Marazion Mines, 226; Providence Mines, 191; Levant, 184; Wheal Trenwith, 140; Relistian, 133; Wheal Busy, 125; Wheal Trewavas, 94; Wheal Providence, 89; Trevaskus, 60; Wheal Speed, 55; Great Work, 48; Wheal Mary, 17; Botallack, 7.—Total, 4040.

No sale on Thursday, November 15.

PRICES OF MATERIALS IN CORNWALL

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	5 &6	7 &8		5 &6	7 &8
Common iron, per cwt.	10s 0d	9s 6d	Ditto machine	13s 0d	13s 0
Half-inch square ditto, and five-eighths	11 0	10 6	Iron-wire ditto	3 0	3 6
Best tough white chain	30 0	30 0	Iron-wire work, per foot.	1 6	. 0
Boiler plates	14 6	14 6	Board nails, per cwt.	21 0	19 9
Hoop iron	14 0	13 0	Half-board ditto, . per 1000	5 9	5 4
Nail rods	12 0	12 0	Hatch ditto	4 0	3 4
Miners' shovels	31 0	33 0	Half-hatch ditto	3 0	2 6
Charcoal iron	16 0	15 0	Linseed oil, per gallon	3 4	3 0
Gunpowder, per 100 lbs.	38 0	38 0	Kape ditto	3 4	3 4
Leather, per lb.	2 0	2 0	Birch, per foot	1 7	1 7
Coals, per ton, at quay	14 0	14 0	Pine,	1 6	1 6
Candles, per dozen lbs.	5 8½	5 7½	Sheet lead, per cwt.	24 0	24 0
Tallow, per cwt.	50 7	50 0	Barrow bends	11 0	10 6
Ropes	36 0	36 0	H 2 steel (112lbs.)	32 0	32 0
Flat ropes	38 0	38 0	2s. nails	20 0	19 0
Hemp	0 4	0 4	Pick hilts	1 5	1 5
White yarn, per lb.	0 4½	0 4½	Shovel hilts	1 6	1 6
White rope	0 4½	0 4½	White ground lead	33 0	33 0
Brass-wire sieves, each	4 4	4 4	Red lead	34 0	30 0
			Best rolled iron	12 0	11 6

*** The figures at the top of the columns refer to months—as 7 July, 8 Aug., &c.

PRICES OF SHARES AT LIVERPOOL.

	£	s.	d.		£	s.	d.
Liverp. & Manch. Railway	100	201	0	0	Leicester & Swanning. do.	50	74	10	0
Ditto Quarters	25	49	0	0	London and Southampton	50	49	0	0
Ditto New Halves	30	71	0	0	New shares	25	42	5	0
Manchest., Bolton, & Bury Railway and Canal	78	70	10	0	Birmingham and Derby	20	....		
Manchester & Birmingham	10	11	15	0	Ulster	5	....		
Birkenhead and Chester	25	32	15	0	Liverp. & Har. W. Works	350	452	10	0
Chester and Crewe	5	11	7	6	Bootle ditto		320	0	0
Bolton and Leigh ditto	100	64	10	0	Liverpool Coal Gas		372	0	0
Warrington & Newton do.	100	....			Liverpool New Gas & Coke	100	196	0	0
Kenyon and Leigh ditto	100	..			Exchange Buildings	100	103	0	0
Wigan Branch ditto	100	....			Ocean Assurance Company	10	6	10	0
North Union	100	74	10	0	Liverp. Marine Assur. Co.	25	9	0	0
New shares	40	64	10	0	Bank of Liverpool	12½	23	7	6
St. Helens & Runcorn Gap	100	....			Manchester and Liverpool District Bank	15	20	10	0
Grand Junction ditto	100	200	0	0	Royal Bank of Liverpool	500	710	0	0
Ditto Half shares	10	52	0	0	Commercial Bank of Liver.	10	20	5	0
London and Birmingh. do.	90	175	15	0	Union Bank of Liverpool	10	13	0	0
Quarter shares	5	30	0	0	Liverpool Banking	10	11	0	0
Leeds and Manchester do.	50	66	0	0	Albion	25	25	10	0
Hull and Selby	10	....			Northern & Central Bank of England	10	3	2	6
Midland ditto	40	29	15	0	Commercial Bank of Engl.	5	....		
North Midland ditto	55	57	15	0	North & South Wales Bank	10	10	0	0
South Eastern	7	4	5	0	Bank of Manchester	10	12	17	6
Birming. & Gloucester do.	30	17	10	0	Wilts and Dorset Bank	10	....		
Great Western Railway	65	78	10	0	East of England Bank	10	....		
Eastern Counties	10	8	10	0	Borough Bank	7½	12	17	6
Edinburgh and Glasgow	5	4	5	0	South Lancashire Bank	7½	7	0	0
Edinb. Leith, & Newhaven	5	.. .			Woodside Ferry	25	....		
Glasg., Paisley, & Greenock	6	6	0	0	Royal Rock Ferry	20	14	2	6
Ditto, Kilmarnock, & Ayr	5	....			Monk's (Woodside)	17	7	17	6
London and Brighton	14	11	15	0					

CORN EXCHANGE, NOVEMBER 2, 1838.

Wheat.... p. Qr. 63s to 77s	Malt. .... p. Qr. 50s to 58s	Oats..... p. Qr.	22s to 32s
Rye..... 30s to 38s	Peas ..... 36s to 50s	Bran	8s to 9s
Barley ..... 30s to 37s	Beans ..... 30s to 42s	Pollard	14s to 20s

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat	Barley	Oats	Rye	Beans	Peas
66s. 4d.	31s. 1d.	22s. 4d.	32s. 9d.	38s. 10d.	41s. 2d.

AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.

64s. 7d.	31s. 6d.	22s. 7d.	34s. 6d.	39s. 5d.	40s. 5d.

DUTY ON FOREIGN CORN.

22s. 8d.	15s. 4d.	18s. 9d.	18s. 3d.	11s. 0d.	9s. 6d.

Duties on Grains from British Possessions out of Europe.

5s. 8d.	2s. 6d.	2s. 0d.	3s. 0d.	3s. 0d.	3s 0d.

FLOUR, per Sack.

Town made	60s to 65s	Essex & Suffolk, on board	50s to 55s
Seconds	55s to 60s	Norfolk and Stockton	48s to 52s

PRICES OF SEEDS.

Linseed	40s to 60s per Qr.	Coriander Seed	8s to 10s per Cwt.
Ditto Cake	13*l.* 0s per 1000	Clover Seed .. red	48s to 80s do
Rapeseed	34*l.* to 38*l.* per Last	white	50s to 70s do.
Ditto Cake	6*l.* 6s per ton	Ditto	brown 15s to 18s do.
Carraway Seed	42s to 46s per Cwt.	Mustard Seed, 9s to 13s per Bus.	

SMITHFIELD, FRIDAY, NOVEMBER 2.

To sink the offal—per 8lb.

Beef	3s.	4d.	3s.	10d.	4s.	4d.	Veal	4s.	0d.	0s. 0d. 5s. 2d
Best Down & Polled Mutton	4s.	2d.	5s.	0d.	5s.	6d	Pork	4s.	2d.	5s. 0d. 5s. 6d

Head of Cattle on Monday—Beasts, 3508; Sheep, 24,170; Calves, 110; Pigs, 464.

Head of Cattle this day—Beasts, 628; Sheep, 4,800; Calves, 190; Pigs, 493.

NEWGATE AND LEADENHALL.—By the Carcase.

Beef	2s.	10d.	3s.	2d.	3s.	8d.	Veal	3s.	0d.	4s. 0d. 4s. 8d
Mutton ...	3s.	2d.	3s.	6d.	3s.	10d.	Pork	4s.	0d.	4s. 8d. 5s. 4d

ROMFORD.

Oxen	3s.	0d.	4s.	0d.	Lambs	0s.	0d.	0s.	0d
Cows and Heifer....	2s.	2d.	3s.	0d.	Pigs	3s.	8d.	4s.	8d
Sheep.....	3s.	6d.	4s.	6d.	Calves	4s.	0d.	4s.	6d

BARK.

	£	s.	£	s.		£	s.	£	s.
English Oak (load) ...	15	0	to 17	0	Mimosa (per ton)	11	0	to 13	0
Foreign (per ton)	6	0	.. 7	0	Valonia	14	0	.. 18	0
New S. W.	7	0	.. 0	0					

FROM THE LONDON GAZETTE,

Tuesday, October 30.

BANKRUPTCY SUPERSEDED.

William Jones, Pwllmelyn, Flintshire, lead merchant.

BANKRUPTS.

J. Barker, Sheffield, grocer. [Fiddey, Serjeants'-inn.

D. Hurst, Dukinfield, Cheshire, beer-seller. [Clarke and Medcalf, Lincoln's-inn-fields.

E. Keeler, Canterbury, china dealer. [Egan, Waterman, and Co., Essex-street

J. Haworth, Burnley, Lancashire, cotton-spinner. [Johnson and Co., Temple.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Nov. 20.

J. Beall, Truro, Cornwall, mine agent.—T. W. Atkinson, Manchester, architect—C. H. Duboc, Prince's-street, Spitalfields, silk dyer—J. R. Clark, Carlton, Yorkshire, grocer—J. Haggitt. Poultry, hosier.

Friday, November 2.

INSOLVENTS.

Oct

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday
Bank Stock, 8 per Cent.	204 3½	202½ 3½	202½	202½	....	202½ ½
3 per Cent. Red. Anns.	93⅜ ⅜	93⅜ ⅜	93⅜ ½	93⅜ 3	....	93⅜ 3
3 per Cent. Consols	94⅜ 3⅜	94 3⅜	93⅜ 4	93⅜ 4	....	93⅜ ⅜
3½ per Cent. Anns. 1818.	....	....	.. ..	100½	....	100⅜ ⅜
3 per Cent. Anns. 1726.	....	....	....	....	....	....
3½ per Cent. Red. Anns.	100½ ⅜	100⅜ ⅛	100⅜ ⅜	100⅜ ⅛	....	100⅜ ⅛
New 3½ per Cent. Anns.	102 1⅜	101⅜ ⅜	101⅜ ⅜	101⅜ ⅜	.. ..	101⅜ ⅜
New 5 per Cent.	....	....	....	....	....	....
Long Anns. 1860.	15⅛	15⅛	15⅛	15⅛	....	15⅛
Anns. for 30 Years 1859.	....	....	14⅜	14⅜	....	14⅜
Ditto 1860.	....	15⅛	15⅛	15⅛	....	15⅛
India Stock, 10½ per Cent.	262½ 1½	258½ 8	259½ 60	....	....	259½ 60½
South Sea Stock, 3½ per Cent.	....	105⅜	....	.. ..	....	....
Ditto Old Ann. 3 per Cent.	....	....	91⅛	....	....	....
Ditto New Ann. 3 per Cent.	....	91⅜	....	....	....	....
3 per Cent. Anns. 1751	....	.. ..	....	.. ..	....	....
India Bonds, 3 per Cent.	65 p	60 p	64 p	.. ..	....	61 63 p
Exchequer Bills, 2d. £1000.	64 66	64 67	67 68	66 68 p	....	68 66
Ditto £500.	64 66	65 67	66 68	66 68	....	66 68
Ditto Small.	64 66	64 67	66 68	66 68	....	66 68
Ditto Com.	7	7	7 9	....	....	9 7
3 p. Cent. Cons. for Ac. Nov. 27	94 3⅜	93⅜	93⅜ 4	93⅜	....	93⅜
Bank Stock for Op. Nov. 27	....	....	....	....	....	....
India Stock for Ac. Nov. 27	261⅜ 59	260	259 60½	....	....	....

BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.		OPEN.	
Bank Stock	Tuesday,	Sept. 4,	Tuesday,	Oct. 16, 1838.
3 per Cent. Reduced	Tuesday,	„ 4, „	Tuesday,	„ 23, „
3½ per Cent. Reduced	Tuesday,	„ 4, „	Tuesday,	„ 23, „
3½ per Cent. 1818	Tuesday,	„ 4, „	Tuesday,	„ 16, „
Long Annuities	Saturday,	„ 1, „	Monday,	„ 22, „
Annuities 1859	Saturday,	„ 1, „	Thursday,	„ 18, „
Old South Sea Annuities	Wednesday,	„ 5, „	Friday,	„ 19, „

FOREIGN STOCKS.

	Saturday	Monday.	Tuesday.	Wednesday	Thursday.	Friday.
Austrian, 5 per Cent.	....	....	....	....	....	....
Belgian, 5 per Cent.	....	104¼ 4	104⅛	104⅛	....	101¼ ⅜
Brazilian	78 7⅜	78⅛	78⅛	78⅛ ⅜	....	78⅛
Ditto, 1829	....	....	....	....	....	.. ..
Buenos Ayres, 6 per Cent.	.. ..	....	....	....	....	....
Cuba, 6 per Cent.	....	....	....	....	....	....
Chilian, 6 per Cent.	....	....	25	26	....	....
Colombian, 6 per Cent.	....	21	....	....	....	....
Ditto, 1824, ditto	24⅛ 3⅜	23⅜ 4	24⅛	24⅛ 5	....	25 4⅜
Danish, 3 per Cent.	....	74⅜	.. ..	74⅜	....	.. ..
Greek, 5 per Cent.	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.	....	....	....	....	....	....
Mexican, 5 per Cent.	....	....	....	....	....	....
Ditto, deferred do.	....	....	....	....	....	....
Ditto, 1825, 6 per Cent.	....	22⅛	22⅛	22⅛ ⅜	....	23⅛
Ditto, def. do. 6. per Cent.	....	....	....	.. ..	....	.. ..
Neapolitan, 5 per Cent, 1824	....	....	....	....	....	....
Peruvian, 6 per Cent.	17	17⅛	17⅛	18	....	....
Portuguese, 5 per Cent.	....	74	....	75	....	75⅛ 5
Ditto, New 5 per Cent.	32⅛ 2	32⅛	32⅛ ⅛	31⅞ 2⅛	.. ..	32 1⅛
Ditto, 3 per Cent.	20⅜	21 20⅜	21 20⅜	21 20⅜	....	20⅜
Prussian, 4 per Cent.	....	....	....	....	....	....
Russian, 1822, 5 per Cent.	.. ..	112⅛	....	111⅜ ⅜	....	111⅛ 11
Spanish, 5 per Cent. Consols	17⅜	17⅜	17⅜	17⅜ ⅜	.. ..	17⅛
Ditto, passive	4	4	....	....	....	3⅜
Ditto, deferred	7⅛	....	....	7⅛	....	....
Dutch, 2½ per Cent.	54⅛ 4	54⅛	54⅛	54⅛	....	53⅝ ⅜
Ditto, 5 per Cent.	100⅜ ⅛	100⅜ ⅛	10 ⅛	100⅜ ⅜	....	100⅜ ⅜
Ditto, New, 1837	....	98⅜ ⅜	98⅝	....	....	98⅜ ⅛

FRENCH FUNDS.

	PARIS.					LONDON.	
	Oct 25	Oct 27	Oct 29	Oct 30	Oct 31	Oct 29	Oct 31.
5 per Cent. Ann.	109f.80c.	110f.95c.	109f.90c.	109f.90c.	110f.	110f.25c.	.. ..
ex. on Lond. 1 mth.	25f. 40c.	25f. 40c.	25f. 40c.	25f. 40c.	25f. 40c.	25f. 50c.	....
ditto 3 mths.	25f.27½c.	25f.27½c.	25f.27½c.	25f.27½c.	25f. 27c.	...	....
4½ per Cent. Ann.	.. ..	....	....	....	....	...	....
Exchange	.....	.....	.....	.....	.....	...	....
4 per Cent. Ann.	102f.	102f.20c.	....	....	102f.40c.	...	...
Exchange	.....	.....	.....	.....	.....	...	....
3 per cent.	81f. 15c	81f. 45c.	81f. 45c.	81f. 40c.	81f. 50c.	....	....
Exchange	.....	.....	.....	.....	.....	...	....
Bank Shares	2615f.	....	2680f.	2660f.	2685f.	....	....

IRISH FUNDS,

Nov. 1, 1838.

Bank Stock	....	....	197⅜	Royal Canal Stock				34
Government Debentures	3½	per ct.	92⅜	Patriotic Insurance	....	10	0 0	6
Ditto Stock	3½	per ct.	100¾	Provin. Bank of Ireland.		25	0 0	
Ditto New.	3½	per ct.	100⅝	Hibernian Bank	....	25	0 9	25
Ditto ditto, reduced	4	per ct.	100⅝	Grand Canal Stock				29½
Consols	3	per ct.	93	Mining Co. of Ireland	..	7	0 0	11
City Debentures	4	per ct.	65	City of Dublin Steam Co.		100	0 0	116½
Exchequer Bills	24d	per diem	23	Kingstown Railway	....	60	0 0	

AMERICAN FUNDS.

Redeemable.	London	America.	Redeemable.	London	America
New York 5 1855	93½	103 5	Louisiana 5 1844, 7, 50, 2.	95½	
5 1846, 7			Mississipi .. 6 1861, 6, 71	94	
.. 1860	94 5		INCORPORATED BANKS.		
Pennsylva. 1839, 40, 41..			Per Cent.		
.. 1846			United States 8 1836..	25	122
.. 1853, 4	92½		Louisiana State.. 6 1870..		
.. 1856	94		Bank of Louisiana 8 1870..		
.. 1858	95 6		N. Orleans, Canal & B. Co.		90 95
.. 1860, 62	95 6		City Bank		
.. 1865	95 6		New York Life and Trust 5		
Maryland 6 1870			Tenessee Planters 9		97 100
Ohio 6 1850		110½	Mississippi.. 10		98 100
			Exchange at New York		109

COURSE OF EXCHANGE.

FRIDAY, Nov. 2, 1838.

	Prices printed	Prices negotiated on 'Change.		Prices Printed.	Prices negotiated on 'Change.
Amsterdam	12 6	12 4½	12 4⅝	**Seville**	36	—	—
Ditto at Sight	12 4	12 2½	12 3	**Gibraltar** *p. h. d.*	48	—	—
Rotterdam	12 6	12 4⅜	12 5	**Leghorn**	31½	31	—
Antwerp	12 5	12 3⅜	12 4	**Genoa**	26 0	25 82½	25 85
Hamburgh *Mcs. B.*	13 12½	13 10½	13 11	**Milan**	31	—	—
Altona	12 13	—	—	**Venice**,.. *p. 6 A. L.*	46	—	—
Paris, 3 days' sight	25 60	25 45	25 50	**Naples**	39½	39⅝	40
Ditto	25 85	25 70	25 75	**Palermo**	117 oz	—	—
Marseilles	25 95	25 80	—	**Lisbon**	52⅜	53	—
Frankfort on Main	152½	151⅜	152	**Oporto**	52⅜	53½	—
Petersburg *p. ruble*	10	—	—	**Rio Janeiro**	26	—	—
Berlin .. *curr. doll.*	7 2	—	—	**Bahia**	27	—	—
Vienna eff .... *do.*	10 11	10 9	10 10	**Buenos Ayres**	—	—	—
Trieste ditto	10 12	10 0	10 10½	**Dublin**	1⅛	—	—
Madrid	36½	36⅝	—	**Cork**	1⅛	—	—
Cadiz	37	37⅛	37⅜	**Madras**	—	—	—
Bilboa	36	—	—	**Calcutta**	—	—	—
Barcelona	36	—	—	**New York & Philad**	46½ 6	—	—

PRICES OF METALS.

		£	s.	d.
Copper, Brit.—Cake	*ton*	92	0	0
Tile	do.	90	0	0
Sheets	*lb.*	0	0	11
Bottoms	do.	0	1	0
Foreign—S. Am. (*dy.* 37s. cwt.) *bd.*	*ton*			
Tin, Brit.—Blocks	*cwt*	4	5	0
Bars	do.	4	7	0
Plates, common to best, per box.	i.c.	1 12 0 to 1	14	0
	t.x.	1 18 0 .. 2	0	0
	i.x.x 2	4 0 .. 2	6	0
Wasters of the above Mks. 3s. less, all others 6s. less. (Others in proportion.)				
Foreign—Banca, *bd.*	*cwt.*	3	16	0
duty 50s. Straits, *bd.*	*cwt.*	3	14	0
per cwt Bars,.. *bd*	*cwt.*	3	16	0
Lead, Brit.—Pig	*ton*	20	0	0
Sheet	*ton*	21	10	0
Shot	*ton*	24	0	0
Red	*ton*	23	0	0
White (dry)..	*ton*	26	0	0
Do. (gd. in oil)	*ton*	32	0	0
Litharge	*ton*	23	0	0
Foreign—Span. (*dy.* 40s. per ton).. *bd.*	*ton*	18	0	0

		£	s.	d.
Iron, Brit.—Pig, No. I.	*ton*	6	0	0
Bar	*ton*	9 15	0 to 10	0
Do. Carg. in Wales		9	0	0
Bolts		10	10	0
Nail Rods	*ton*	11	0	0
Hoops	*ton*	12	10	0
Sheets, single	*ton*	13	10	0
(Others in proportion.)				
Foreign—Swedes, cn. *bd.* for Steel, (var.	*ton*	12	0	0
Duty 30s. per ton. mks.)	*ton*	16	0	0 to 35 0 0
Russian com...	*ton*	12	0	0
P.S.I.	*ton*	14	0	0
C.C.N.D.	*ton*	19	0	0
Steel, Brit.—Blistered, (various qualit.)	*ton*	20	0	0 to 45 0 0
Shear do. do.		45	0	0 .. 84 0 0
Cast do. do.		45	0	0 .. 84 0 0
Foreign—Swedes in kgs *bd*	*ton*	17	0	0
Duty 20 Do. Faggots *bd.*	*ton*	18	0	0
per cent. Milan	*bd. ton*	30	0	0
Spelter, For.—Cakes (*dy.* 2*l.* p. ton,) .. *bd.*	*ton*	20	0	0
English Sheets		29	0	0
Quicksilver—(*dy.* 1d. per lb.) *bd.*	*lb.*	0	3	8

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from Nov. 3 to 9.

	Satur.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday
Morning	2 29	2 3	3 47	4 31	5 16	6 4	6 57
Afternoon	2 41	3 25	4 9	4 53	5 40	6 29	7 32

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Highest Price.	Lowest Price.	Present price
1,800	Arigna Iron & Coal Co.	50	33	..	..	—
4,000	Bissoe Bridge	5	4½	⅜	⅜	
8,000	Blaenavon	50	40	40	40	40
5,000	Boringdon Park	20	3	⅛	⅛	
8,000	British Tin	2½	2½	⅛	⅛	
20,000	British Iron	50	50	10	9⅞	9⅞
100	Copper Bottom	..	41	50	50	50
2,000	Cornubian Lead Co.	..	3½	3½	3⅜	3⅜
6,000	Cornwall Great United	12	9	2	2	2
5,000	Dartmoor Consols	5	3¼	2	2	2
10,000	DurhamCountyCoalCo.	50	28	..	..	—
2,000	East Cornwall Tin, &c.	6	6	5	5	5
2,560	East Wheal Strawberry	10	6½	4	4	4
1,500	East Mulberry Hills	..	2½	3	3	3
4,000	English	25	12½	7	7	7
10,000	Hibernian	50	11	10	10	10
1,000	Holmbush	100	..	20	19	20
12,000	Kellewerris	5	2½	1	1	1
20,000	Mining Co. of Ireland	25	7	10	10	10
6,000	Perran Consols	5	3½	3½	3	3
3,000	Polberou Consols	10	10	5	4⅝	5
6,000	Polbreen	5	3	5	5	5
2,000	Relistian	..	..	29	28	29
5,000	Redmoor Consolidated	5	4½	6	5½	6
10,000	Rhymney Iron	50	35	31	31	31
5,000	South Wheal Leisure	5	2	..	..	—
8,000	St. Hilary	2½	1½	⅛	⅛	
800	South Towan	10	10	8	7⅜	8
4,000	Tregoilan	5	2½	4	3⅜	4
6,000	Trevorgus	5	5	2	2	2
4,565	Treleigh Consols	5	3⅜	⅜	⅜	⅜
4,505	Tamar Consols	5	3	5	4⅜	5
6,000	Tin Croft	10	6½	7	7	7
198	Trevaskus	..	60	100	100	100
3,000	Trewolvas	10	6	4⅛	4	4
4,000	United Hills	5	5	12⅛	12	12⅛
2,000	Wendron	8	8	4	4	4
3,300	West Cork	50	50	..	..	—
5,000	Wheal Brothers	20	20	⅜	⅜	
3,000	Wheal Osborne	..	..	2⅛	2⅛	2⅛
5,000	Wh. Harm. & Montague	10	10	12	11	11⅝ 12
12,000	West Tresavean	5	2	⅛	⅛	
6,000	Wicklow Copper	5	5	8⅜	8⅜	8⅜
4,520	West Wheal Jewel	5	5	1⅛	1⅛	1⅛ ⅜
6,000	Wheal Gilbert	3	3⅛	..	..	—
800	Wherry Mine	15	11	12⅜	12⅜	12⅜
20,000	Western Mining Asso.	5	1	..	..	—
5,000	Wheal Sisters	..	⅛	⅜	⅜	⅜

FOREIGN MINES.

4,000	Alten Mining Company	15	12⅛	11	11	11	
10,000	Anglo Mexican Co.	100	100	2⅜	2⅜	2⅜	
3,374	Do. Subscription	25	25	3⅛	3	3	
	Do. Mint	..	..	12	12	12	
2,000	Bolanos	150	150	85	85	85	
	Ditto Scrip	..	25	43	43	43	
10,000	Brazilian Imperial	35	20	18	18	18	
10,000	Bolivar	20	20	24½	22	24½	
10,000	Ditto Scrip	10	10	3	3	3	
10,000	Cata Branca } Brazilian	10	7½	9	8½	9	
10,000	Conceiçao.. } Co.	10	2½	2½	2	2⅛	
10,000	Candonga Mining Co.	20	7½	6⅝	6½	6½	
12,000	Cobre Copper Company	40	40	38	37	38	
8,500	Colombian Co. regis.	55	55	34	33⅜	34	
1,500	Ditto, New	11	11	..	..	—	
10,000	Copiapo Mining Co.	20	13⅜	11⅛	10⅛	10⅛	
20,000	General Mining Association	20	17	17⅛	17⅛	17⅛	
5,351	Mexican Company	60	55⅛	5	5	5	
6,000	Mocaubas and Cocaes	25	25	11	10	11	
5,000	Minas Geraes	20	10	7	6	7	
2,000	New Granada	10	5	..	..	—	
14,582	{ Real del Monte, regis.	54⅛	63⅛	10	10	10	
	{ Do. unregistered	54⅛	..	10⅛	09⅛	10⅛	
	Ditto Loan Notes	150	150	160	160	160	
2,500	Rio de Anori	..	3⅛	..	..	—	
11,000	St. John d'el Rey	20	14	5	5	5	
30,000	United Mexican	40	40	2	2	2	
	Red New Scrip	..	5	2⅜	2⅜	2⅜	
	Black Scrip	..	5	4⅜	4⅜	4⅜	
5,000	Union Gold	..	9⅜	..	..	—	
14,000	Zacatecas Mining Co.	5	4	4	3⅝	4	

RAILWAYS.

2,500	Aylesbury	20	6	..	..	—
6,300	Birmingham and Derby	100	40	32	30	32
9,500	Birming. & Gloucester	100	20	16⅛	16⅛	16⅛
7,500	Birm. Brist. & Th. Junc.	20	3	..	..	—
660	Bolton and Leigh	100	100	64⅜	64⅜	64⅜
641	Ditto ½ Shares	25	25	..	..	—
15,000	Bristol and Exeter	100	20	8⅛	8⅜	8⅛
1,172	Cant. & Whitstble	50	50	..	..	—
350	Cheltenham	100	100	1⅛	1⅛	1⅛
	Chester & Birkenhead	..	25	31⅛	31⅛	31⅛
5,000	Chester and Crewe	50	10	..	..	—
3,500	Do Extension	50	3	9⅛	9⅛	9⅛
7,500	Chelten. & Gt. Western	100	12⅛	1⅞	1⅛	1⅛
14,000	Cheit. Oxford and Tring	100	5	6⅛	6⅝	6⅛
2,000	Clarence	100	32	35	35	35
6,000	Dublin and Drogheda	100	10	6	6	6
	Dublin and Kingstown	..	60	70	70	70
8,000	Dublin and Kilkenny	100	5	⅛	⅛	⅛
800	Durham Junction	100	90	..	..	—
7,500	Durham S. W. Junction	20	3⅛	..	..	—
2,010	Durham & Sunderland	50	50	38	38	38
3,000	Deptford Junction	20	1	1⅛	1⅛	1⅛
60,000	Eastern Counties	25	10	8⅜	8⅛	8⅜
5,095	Edinb. Leith & Newha.	20	6	4⅛	4⅛	4⅛
16,000	Edinburgh & Glasgow	50	5	4⅛	2⅞	3⅜
2,500	Forest of Dean	50	50	40	4	40
12,500	Glasg., Paisley & Ayrsh.	50	10	9⅛	9	9
16,000	Glasg., Paisley, & Green.	25	4	6	5⅞	6
10,918	Grand Junction	100	100	191	190	191
10,918	Do. New	50	40	51⅛	51⅛	51⅛
10,000	Great North of England	100	23	9	9	9
25,000	Great Western	100	65	79	78⅛	79
2,000	Hartlepool	100	100	100	100	100
8,000	Hull and Selby	50	20	10	10	10
250	Ken. & Leigh Junction	100	100	..	..	—
40,000	Kent Railway	50	2	..	..	—
6,600	Launceston & Victoria	25	2	..	..	—
2,100	Leeds and Selby	100	100	65	62	65
2,000	Leicester and Swaning.	50	50	73⅛	73⅛	73⅛
5,100	Liverpool & Manchester	100	100	201	201	201
12,021	Do. ½ Shares	25	25	49	48⅞	18⅞
7,968	New Do.	25	25	70	70	70
24,000	Lond. & Blackwall	25	9	7⅛	7⅛	7⅛
20,000	London and Greenwich	20	20	17	16⅞	17
	Ditto Bonds	..	100	98	98	98
25,000	London and Birmingh.	100	90	175	174	175
25,000	Do. ½ Shares	25	5	30	30	30
	Do. Bonds	..	20	103	103	103
7,000	London & Croydon Tr.	20	20	17½	17	17
6,000	Do. Scrip	15	10	12⅜	12⅛	12⅜
20,000	London & Southampton	50	50	46⅜	46	46
16,000	London & South., New	25	20	42⅜	41⅜	42⅛
36,000	Lond. & Brighton	50	14	11⅜	11⅜	11⅜
12,000	London Grand Junction	50	5	⅜	⅜	⅜
2,000	Llanelly	100	35	47½	47½	47½
14,000	Manchester and Chester	..	24	..	..	—
13,000	Manchester and Leeds	100	40	58⅛	57	58⅛
10,000	Manchest. South Union	100	5	3⅜	3⅝	3⅝
1,000	Manchester & Oldham	100	3	..	..	—
30,000	Manchester & Birming.	70	10	11⅛	11	11
15,000	Do. Extension	70	35	5⅛	33	4⅜
10,000	Midland Counties	100	40	29½	29⅛	29⅛
3,000	Newcastle and Carlisle	100	100	106	106	106
12,000	North Midland	100	55	58	57⅛	57⅛
12,000	Northern and Eastern	100	15	8⅞	7	8⅛
600	North Union	100	100	74⅛	74⅛	74⅛
	Do. New	..	40	64⅛	64⅛	64⅛
2,500	Preston and Wyre	50	41	36	36	36
2,500	Preston and Wigan	..	20	35	35	35
	St. Helen's & Runcorn	100	100	45	44⅛	44⅜
1,500	Stanhope and Tyne	100	100	..	..	—
1,000	Stockton & Darlington	100	100	259	256	259
1,000	Do. ½ Shares	50	50	..	..	—
3,000	South Durham	50	24	⅜	⅜	⅜
4,000	Sheffie'd & Rotherham	25	22⅛	..	..	—
28,000	South Eastern	50	9	4⅞	4⅝	4⅝
	South Midland	50	1	⅛	⅛	
40,000	South Western (Steph.)	50	1	⅛	⅛	
9,000	Thames Haven	50	5	4⅛	4⅛	4⅛
5,300	Warrington & Newton	100	100	..	..	—
1,400	Westminster & Greenw.	50	2	⅜	⅜	⅜
5,000	West Durham	20	5	1	1	1
6,000	York & North Midland	50	20	12	11½	11½

PRICES OF SHARES.

MISCELLANEOUS.

No. of Shares.	NAME OF COMPANY	Amount of Share	Amount paid.	Highest Price.	Lowest Price.	Present price
10,000	Anglo Mexican Mint	10	10	10⅛	10⅛	10⅛
10,000	Anti Dry Rot	17⅛	17⅛	14	14	14
10,000	Asphalte (Claridge)	20	⅞	4⅜	4⅛	4⅜
10,000	Australian Agricultur.	100	27⅛	46	46	46
1,080	Auction Mart	50	50	..	..	—
8,600	Brit. Rock & Patent Salt	50	35	12	12	12
8,000	Bahia Steam	10	6	1	1	1
	British Alkali	..	25	30	30	30
6,000	Brit. Americ. Land Co.	..	28	11	10	11
20,000	Brit. Agricu. Loan Co.	105	5	..	..	—
10,000	Canada Company	100	30	29	29	29
200,000	Canada (Upper) Bonds	..	..	95	95	95
5,000	Eastern Coast of Central America [Deb.	20	14	8	8	8
75	Covent Garden Th. Rnt	500	..	..	..	—
300	Drury Lane do.	500	..	..	..	—
5,000	Droitwich Patent Salt	25	..	..	..	—
2,122	Do. Proprietors	100	..	..	..	—
10,000	Edinbur. & Leith Glass	..	16	..	..	—
2,500	Essex Marine Salt	20	8	..	..	—
1,000	Equitable Discount So.	100	25	..	..	—
20,000	General Steam Navig.	15	14	23⅜	23⅜	23⅜
2,100	Hungerford Market	100	..	..	..	—
10,000	Irish Waste Land Co.	50	1	⅜	⅜	
8,000	Lond. Rever. Inter. So.	50	10	6	6	6
1,800	London Corn Exchan.	..	..	25	25	25
8,000	Lond. Caoutchouc Co.	12½	12½	12⅛	12	12⅛
50,000	Lond. Equit. Loan Co.	10	2	..	..	—
10,000	Mexican South Amer.	10	5	6⅛	6⅛	6⅛
	New Corn Ex.	..	37⅛	21⅜	21⅛	21⅜
	New Brunswick (Land)	..	50	10	10	10
20,000	Mexican, New	10	3	..	..	—
10,000	Rio Doce	25	4	2⅜	2⅛	2⅜
2,754	Rever. Interest Society	100	100	131⅛	131	131⅛
2,633	Ditto New	100	70	96	96	96
220	S. Devon Shipping Co.	50	50	..	..	—
2,000	Shotts Iron Foundry	..	38	..	..	—
10,000	South Australian	25	10	..	..	—
10,000	Safety Carriage Co.	5	3	3⅛	3	3⅛
4,000	Thames Tunnel	50	50	8	8	8
10,000	Van Dieman's Land	100	17	8	8	8

CANALS.

No. of Shares.	NAME OF COMPANY.	Amount of Share.	Amount Paid.	Price.	Dividend per Ann.	Last Period Payable.
1,760	Ashton and Oldham	98	98	132	7	Mar.
1,482	Ashby-de-la-Zouch	113	113	73	4	Oct.
720	Barnsley	160	160	280	13	Jan.
1,260	Basingstoke	100	100	..	..	—
1,005	Brecknock & Abergav.	150	150	5	5	Jan.
8,000	Birming. 1-16th Share	79⅜	79⅜	218	9⅛	June
4,000	Do. & Liverpool Junct.	125	100	25⅛	..	—
477	Bolton and Bury	250	250	..	6	Jan.
712	Bridgwater & Taunton	100	100	..	3	Aug.
400	Chelmer & Blackwater	100	100	10⅛	4	Jan.
16,000	Carlisle	..	21⅛	..	..	—
500	Coventry	100	100	735	48	Nov.